



**9 SECONDS &
STREET LEGAL!**
'69 BIG-BLOCK DART

MOPARS AT THE STRIP!
HIGHLIGHTS FROM THE
LAS VEGAS SHOWDOWN



**1972 DODGE
MONACO**
HAULING STUFF
& HAULING ASS!



MOPAR MUSCLE

122 CARS INSIDE!



SPECIAL ISSUE:

READERS' RIDES!



**ONE LUCKY MOPAR
GETS \$800 IN CUSTOM
AUTO METER GAUGES!**
SEE WHO WON P.34!



TEN

THE
ENTHUSIAST
NETWORK



MSG16
1966-74 Reproduction manual steering box
Reproduction manual steering box for 1966-1974 models. Fast 16:1 ratio.



RM71
1970-71 A/B/E-Body Rear View Mirror
Inside rear view mirror for 1970-1971 A-Body, B-Body, and E-Body models.



SB246
Universal seat relocation brackets
Used to relocate seat rearward or forward by 1-1/2" or 2".



MH203
1966-71 Thermostat housing
Thermostat housing for 1966-1971 Chrysler models with V8 engine.



CQP68LH
1968 Dodge Charger LH Full Quarter Panel
This reproduction OEM-style full quarter panel includes sail panel, side marker light opening and is predrilled for the taillight bezel.



A774
1971-74 T-handle shifter
T-handle shifter for 1971-1974 B- and E-body models with A/T and center console.

17" Aluminum Rallye Wheel

17" Aluminum Magnum Wheel

LIMITED TIME OFFER! FREE SHIPPING on Wheel Kits!

Online Only - Lower 48 states

- 17" version of the "Rallye Wheel" available originally on Mopar models
- Accepts original center caps
- Available in silver powder coated with machined lip



MRW178SLV 17" x 8" - 4.25" backspacing
MRW179SLV 17" x 9" - 5" backspacing

- 17" version of the "Magnum 500 Road Wheel" available originally on Mopar models
- Accepts original center caps
- Available in black powder coated with machined lip



MMW178BLK 17" x 8" - 4.5" backspacing
MMW179BLK 17" x 9" - 5.125" backspacing

A portion of the proceeds from the sale of these wheels will be donated to the HRCC.

Finish it right with parts that are unmatched in quality from the most trusted supplier in the industry.

YEARONE.com – Log On Today!



Because We Care!



YEARONE.com

1-800-932-7663

Restoration & Performance Parts for GM,
Ford & Chrysler Muscle Cars:

Chrysler Catalog
Mopar A/B/E-Body (1966-74)
(ALSO AVAILABLE ONLINE)



© 2015 YEARONE



MM015



VOLUME 28 ★ NUMBER 12 ★ DECEMBER 2015

CONTENTS



56
OBJET D'ART



20



14

MOPAR MUSCLE.COM

TECH

14 OPTIMUM OVERDRIVE

We show how to fit a Magnum six-speed in an old Charger—and yes, it does involve cutting the original sheetmetal!

20 RESTO CORNER WITH AMD: PANEL REHAB WITH ADHESIVES

Did you know you didn't need a welder to perform legit panel replacement? Here's how to do a solid job at home!

SPECIAL FEATURE

34 122 READERS' RIDES!

The results are in for the First Mopar Muscle Photo Contest sponsored by Auto Meter. As promised, here's every Mopar readers sent us.

FEATURES

56 OBJET D'ART

Born a Slant-Six, Tracy Grooms' 572-cube big-block Dart is now a trophy-winning pump-gas street machine that runs 9s.

62 MEGA HAULER

Need to haul nine people up 10,000-foot peaks and hit 150 mph on the freeway? Then this is your car.



EVENT

26 MOPARS AT THE STRIP

Chryslers come to Las Vegas for the West Coast's most prestigious Mopar event each spring. Here are the 2015 highlights.

DEPARTMENTS

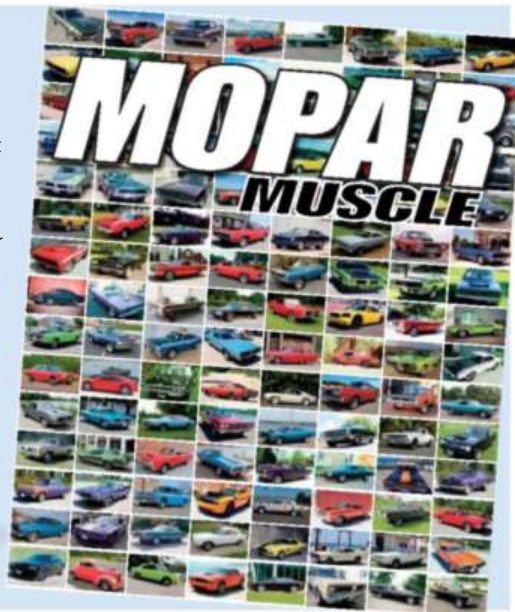
08 BANGIN GEARS

12 MOPAR SCENE

72 PERFORMANCE CLINIC

ON THE COVER

Mopar Muscle readers really came through for our first-ever Readers' Rides Photo Contest sponsored by Auto Meter. We promised we'd print every Mopar that readers sent to us by the June 5 deadline, and we've done just that. To get everybody motivated, we asked the Auto Meter Custom Shop to donate \$800 in custom gauges to the photographer/car owner of the winning set of photos. It must've worked because 122 of you responded. The coverage starts on p.34. Photography by Mopar Muscle readers.



MOPAR MUSCLE (ISSN 1056-2966) December 2015; Volume 28, Number 12. Published monthly by TEN: The Enthusiast Network, LLC, 261 Madison Ave., 6th Floor, New York, NY 10016-2303. Copyright 2015 by TEN: The Enthusiast Network Magazines, LLC. All rights reserved. Periodicals postage paid at New York, NY and at additional mailing offices. SUBSCRIPTIONS: U.S. and U.S. Possessions \$29.97 for 12 issues. Canadian orders add \$12.00 per year and international orders add \$24.00 per year (for surface mail postage). Payment in advance, U.S. funds only. **POSTMASTER:** Send all UAA to CFS. (See DMM 707.4.12.5); NON-POSTAL AND MILITARY FACILITIES: Send address corrections to Mopar Muscle, P.O. Box 420235, Palm Coast, FL 32142-0235. Contributions should be sent to Mopar Muscle Magazine, 1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705. Manuscripts must meet the criteria of the Writer's Guidelines. For a copy, send an SASE to Mopar Muscle Magazine, 1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705.



THE POWER GUYS

317-862-3724 indyheads.com

See all our big block products in our FREE 20 page parts newspaper

400 / 440 ENGINES AND CYLINDER HEADS

500" / 540" Bracketmaster



572" Bracketmaster



500" Street Wedge



540" Aluminum Wedge



500" Mod Man Wedge



On Sale \$3902.00

Indy 440-1 Kit

Complete kit includes heads assembled with: 440-4 rocker assembly 1.5 or 1.6, 440-9K push rod kit, 440-33 complete gasket set, 400 or 440-6 valley plate, 440-10 external oil kit, 440-11 rocker studs, 440-7 or 8 valve covers, 400 or 440-2 or 3 manifold, 440-11 rocker shafts

Now With CNC Chambers



On Sale \$2305.00

Indy 440 EZ-1 Kit

The EZ heads are designed for A Body Cars. They have stock low exhaust port location and bolt patterns. Most all standard exhaust headers will work. This means that if you need Indy power and want to use your existing stock exhaust headers, this is your head! CNC Max Wedge opening 275 cc, intake port 75 cc. Kit includes: assembled heads, valley plate, intake gaskets push rods and head bolts.



On Sale \$2095.00

Indy 440 SEZ Kit

The SEZ heads have stock low exhaust port location and bolt patterns. Most all standard headers will work. Stock intake and exhaust manifolds are a bolt on for big Indy power. Kit includes: assembled heads, valley plate, intake gaskets, push rods and head bolts.



See all our 426 Legend products in our FREE 20 page parts newspaper

426 LEGEND ENGINES AND CYLINDER HEADS

572" Super Street



426 Hemi 2 x 4 Carb



426 Hemi Cross Ram



572" Race Legend



526 Street Legend



426-1 Legend Kit

Head assembly, shaft clamp kit, rocker side shims, manifold bolt kit, spark plug tubes, valve covers and bolts, rocker side springs, push rod kit, 426-2 or 3 manifold, Indy roller rocker arms, removable valley plate, shaft oil restrictors, head studs, thick wall rocker shafts, tube O-rings, complete gasket set.

On Sale... \$6,675



426-SRK Legend Kit

Includes: assembled heads with: 2.25 x 1.94 200cc port Indy roller rocker arms Rocker side shims and springs Head studs and manifold bolt kit Spark plug tubes and O-rings Chrome valve covers Mod-Man choice of tops 1x4, 2x4, 3x2 blower top Push rod kit and complete gasket set



On Sale... \$5,499

Arlen Vanke 426 Hemi

Dominator dual plane intake Low profile for hood clearance

820 HP
On 572" Super Street

\$595.00



See all our 426 small block products in our FREE 20 page parts newspaper

360 LA & MAGNUM ENGINES AND CYLINDER HEADS

360" Magnum

MA-X Cast Iron Heads



408" Magnum

MA-X Cast Iron Heads



408" Small Block

Supercharged



415" Magnum

MA-X Cast Iron Heads



440" Magnum

MA-X Cast Iron Heads



Rectangle Port (360-1) Or Oval Port (360-2) Head Kits

Kits include heads assembled with 360-4 rocker assembly 1.5 or 1.6, 360-9K push rod kit, 360-14 rocker shafts, 360-11 rocker studs, 360-3 intake, 360-16 head bolts, head gaskets, intake and exhaust gaskets.

On Sale \$3,535



360-1 Rectangle Or Oval Port Indy Aluminum W-2 Head



Indy LA-X Cast Iron Head



Indy MA-X Cast Iron Head



See Our Full Line Of Engines, Engine Blocks, Head Kits, Rotating Kits, Manifolds And Performance Parts In Our **FREE** Newspaper



BIG DEALS ON STREET OR BRACKET GEN III ENGINES

400 Horsepower **\$6,995**
375 Torque

New 6.1 short block
5.7 Heads
6.1 Hydraulic roller cam
Mod Man 2/4 intake
500 CFM carbs
Hidden coils
Firecore wires
Indy cast valve covers
Milodon center sump pan
MSD complete ignition



New Hemi 6.1 Power
Without The Computer!

Includes "Mod Man"
Modular Manifold



**Pump
or
Race Gas**



**Affordable
Nostalgia Look
Street Power**

Big Power And Big Reliability Drag Pack Engines

\$18,500
With Holley Carb



**6.1 Hemi Drag
Pack Intake...\$995**

Options, add to the \$6995 price:

CNC heads: 435 HP 410 torque.....	Add \$600.00
OEM Front drive kit.....	Add \$1,400.00
Six pack carbs.....	Add \$1,040.00
Polished valve covers.....	Add \$300.00
Black powder coated valve covers.....	Add \$200.00
Custom engraved valve covers.....	Add \$200.00
New 535 HP 475 Torque Upgrade.....	Add \$3,500.00

426 / 6.1 Hemi Drag Pack Bracket Engine 720 HP @ 7400 RPM
605 torque @ 5800 RPM
Pump gas or race gas
New 6.1 block-ARP studs
Compstar crank and rods
Diamond pistons 11 to 1
850 Holley carb
6.4 CNC ported heads 2.14 x 1.625
Comp- .584 / .579 - .242 / .248 - HR114
Manley coated valve springs
Drag pack intake
Indy cast covers - coils under intake
MSD ignition

See more parts in our **FREE 20 page newspaper**

INDY PERFORMANCE PARTS

Mopar World Blocks

4.310 Rough bore 440.....	\$2,999
4.490 Rough bore 440.....	\$2,999
4.500 Finish bore 440.....	\$2,999
4.240 Rough bore Hemi.....	\$2,999
4.490 Rough bore Hemi.....	\$2,999
4.500 Finish bore Hemi.....	\$2,999



360, 440, 400, Hemi Rotating Kits

572 C.I. Hemi
Eagle crank 4.5 / 2.2
Eagle rods 7.100 / 2.2
Diamond forged pistons
10.75 to 1 with 175cc
Rings and bearings
Rotating kit... **\$2,725**
Short block assembled with Mopar siamese block... **\$7,050**



500 C.I. B / B Wedge

Steel crank
4.15 stroke / 8 bolt
4.375 bore
Eagle rods
Forged pistons, rings, bearings
10 to 1 compression
Rotating kit... **\$1,925 RB** **\$2,375 B block**
Short block assembled w/ stock block... **\$3,695 RB** **\$3,695 B block**



540 C.I. Wedge

Eagle 4340 steel crank
4.500 / 2.2 8 bolt
Eagle rods 7.100 / 2.2
Forged pistons and rings
13 to 1 with 75cc
Rotating kit **\$2,700** balancing on this kit **\$250**
Short block kit with world block... **\$6,495**
408 C.I. 360 Small block \$1,225



Add **\$1,185** for Callies Crank
balancing on this kit **\$250**

Indy Maxx Aluminum Blocks For The 400B, 440 RB, 426

Siamese dry sleeve construction, choice of sleeves, all 5 main caps cross bolted, priority oil main bearings & finished lifter bores, cam bearings & screw in core plugs installed, Std oil pan bolt pattern, dowels and oil gallery plugs supplied, steel billet main caps & finished line hone, 4.500" machined aluminum block, street or bracket race friendly



NEW MOD MAN FOR 400 B BLOCK

New Mod Man top allows
two FAST EZ fuel
injectors to be
used on any
Mod Man manifold
Top, gasket and bolts **\$149**
Single EZ kit... **\$1,785**
Dual EZ kit... **\$2,680**



Hemi OEM Indy Rocker System...\$2384



Includes rockers, shafts, aluminum stands, side springs, side shims
We Make AMC Parts...Call



Call for our **FREE** parts newspaper



Designed for the 1961-1978
Chrysler 383-400-440 c.i.d.
engines. 86-68 cc open
chamber design, 185 cc
intake port volume.
3 angled valve job
2.14 x 1.81 stainless valves
.509" lift valve springs
Umbrella seals
7 degree locks
Chrome moly retainers
Bronze guides



452-906 Upgrade
Available Add
\$100.00



**383 / 400 / 440
Chrysler
\$499.00 Pr**

Money Saving Reconditioned Heads

Designed for the 1967-1985
Chrysler 318-340-360 c.i.d.
engines. 67-70cc open
chamber design, 160cc
intake port volume.
3 angled valve job
2.02 x 1.60 stainless valves
.509" lift valve springs
Umbrella seals
7 degree locks
Chrome moly retainers
Bronze guides



**340 / 360
Chrysler
\$499.00 Pr**

Check Our Website For Great Deals On Used Engines **Here's Some Examples**

Rebuilt 530" Bracket Master 850 HP

Complete rebuild
Ported 440-1 heads
Roller cam
Forged pistons 14.5:1
440-2 intake
1050 Dominator

\$13,995



402 Cubic Inch Magnum
340 HP on pump gas
New cast iron Magnum heads
Blueprinted 318 block
M-1 single plane intake
Mopar electronic distributor

As pictured \$4,795

Only 3 To Sell!

New Indy Hi-PO Head

Indy HiPO Aluminum Head



Best Muscle Car Hemi Head On The Market

2.400 intake valves
266cc intake volume
480 cfm reported
Stock parts interchange



5/16 valve stems
Stock location exhaust
1 or 2 spark plugs
Stock accessory holes

Mopar Muscle Magazine

www.moparmuscle.com

EDITORIAL

Network Director **Douglas R. Glad**

Editor **Johnny Hunkins**

Managing Editor **Laura Peltakian**

Contributing Editors: **Christopher Campbell, Steve Dulcich, Dan Foley, Stephen Kim, John Machaqueiro, Steve Magnante**

ART DIRECTION & DESIGN

Design Director **Markas Platt**

Art Director **David Wardrop**

MUSCLE CAR GROUP ON THE WEB

www.carcraft.com

www.moparmusclemagazine.com

www.musclecarreview.com

MANUFACTURING & PRODUCTION OPERATIONS

VP, Manufacturing & Ad Operations **Greg Parnell**

Senior Director, Ad Operations **Pauline Atwood**

Archivist **Thomas Voehringer**

ADVERTISING INFORMATION

Please call MOPAR MUSCLE Advertising Department, (949) 705-3179. Related publications: Automobile, Car Craft, Chevy High Performance, Circle Track, Classic Trucks, Diesel Power, Dirt Sports & Off-Road, 8-Lug HD Truck, Engine Masters, European Car, 4-Wheel & Off-Road, Four Wheeler, Hot Rod, Hot Rod Deluxe, JP, Lowrider, Mopar Muscle, Motor Trend, Muscle Car Review, Muscle Mustangs & Fast Fords, Mustang Monthly, Recoil, Street Rodder, Super Chevy, Super Street, Surfing, Truck Trend, and Vette.

SUBSCRIBER SERVICES

For subscription assistance or address changes, email moparmuscle@emailcustomerservice.com, call 800/777-2668, 386/447-6385 (International), or write to Mopar Muscle, P.O. Box 420235, Palm Coast, FL 32142-0235. Please include name, address, and phone number on any inquiries. Occasionally, our subscriber list is made available to reputable firms offering goods and services that we believe would be of interest to our readers. If you prefer to be excluded, please send your current address label and a note requesting to be excluded from these promotions to TEN: The Enthusiast Network, LLC, 831 S. Douglas St., El Segundo, CA 90245, Attn: Privacy Coordinator. Canada Post: Return undeliverable Canadian addresses to IMEX Global Solutions, P.O. Box 25542, London, ON N6C 6B2.

Back Issues: To order back issues, visit <https://www.circsource.com/store/storeBackIssues.html>

Reprints: Contact Wright's Media at 877-652-5295 (281-419-5725 outside the U.S. and Canada) to purchase quality custom reprints or e-reprints of articles appearing in this publication.

MOPAR MUSCLE is licensed to use MOPAR, a trademark of Chrysler Group LLC, in the title of the magazine MOPAR MUSCLE. No other connection with Chrysler Group LLC is expressed or implied. The editorial opinions are those of the publisher and do not necessarily represent the views of Chrysler Group LLC.

Any submissions or contributions from readers shall be subject to and governed by TEN: The Enthusiast Network's User Content Submission Terms and Conditions, which are posted at <http://www.enthustianetwork.com/submissions/>



Copyright 2015 by TEN: The Enthusiast Network Magazines, LLC
ALL RIGHTS RESERVED • PRINTED IN THE U.S.A.

YOUR MOPAR DESERVES THE BEST TIRES & WHEELS



BF Goodrich
Silvertown
Redline Radials
Starting at \$199



BF Goodrich
Radial T/A
(over 20 sizes!)
Starting at \$91



Firestone
Wide Oval
Raised Letters
Starting at \$205



PRO-TRAC
Performance Tires
560-15 Front Runner
\$158



PRO-TRAC
Performance Tires
275/60-15 Street Pro
\$239



RACEMASTER
Cheater Slicks
Starting at \$205



SPECIALTY WHEEL
Magnum 500
Starting at \$163



SPECIALTY WHEEL
Mopar Rallye
(Also available in Chrome!)
Starting at \$107



SPECIALTY WHEEL
Mopar Standard
(15x4 sizing now available!)
Starting at \$110

FREE Mount, Balance & Nitrogen Inflation when you purchase a Full Tire & Wheel Set - Over a \$100 Value!



SPEAK TO A TIRE & WHEEL EXPERT

TOLL FREE

866-922-3823

www.cokertire.com

BUY DIRECT FROM THE SOURCE FOR AUTHENTIC TIRES!

ADVERTISING

General Manager, Hot Rod Network **Tim Foss**
 General Manager, Muscle Car Group **Ed Zinke**
 Associate General Manager, Mopar Muscle **Michael Essex**
 Ad Coordinators **Patricia Ludi**
 Executive Assistant/Event Coordinator **Yasmin Fajatin**

SALES OFFICES

WEST

Los Angeles: 831 S. Douglas St., El Segundo, CA 90245
 (310) 531-9900

Irvine: 1821 E. Dyer Rd., Ste. #150, Santa Ana, CA 92705
 (949) 705-3100

EAST

New York: 261 Madison Ave., New York, NY 10016
 (212) 915-4000

NORTH

Detroit: 4327 Delemere Court, Royal Oak, MI 48073
 (248) 594-5999

MIDWEST

Chicago: (310) 531-9896

SOUTHEAST

(813) 675-3479

SOUTHWEST

(626) 695-5950

To advertise on this magazine's website, or any of TEN: The Enthusiast Network's other enthusiast sites, please contact us at AM-advertising@enthusiastnetwork.com

TEN: THE ENTHUSIAST NETWORK, LLC

Chairman **Peter Englehart**
 Chief Executive Officer **Scott P. Dickey**
 EVP, Chief Financial Officer **Bill Sutman**
 President, Automotive **Scott Bailey**
 EVP, Chief Creative Officer **Alan Alpanian**
 EVP, Sports & Entertainment **Norb Garrett**
 EVP, Chief Content Officer **Angus MacKenzie**
 EVP, Operations **Kevin Mullan**
 SVP, Enterprises **Tyler Schulze**
 EVP, Sales & Marketing **Eric Schwab**
 SVP, Digital Operations **Dan Bednar**
 SVP, Sales Operations **Matt Boice**
 SVP, Financial Planning **Mike Cummings**
 SVP, Automotive Digital **Geoff DeFrance**
 VP, Editorial Operations **Amy Diamond**
 SVP, Content Strategy, Automotive **David Freiburger**
 SVP, Digital, Sports & Entertainment **Greg Morrow**
 VP, Digital Monetization **Elisabeth Murray**
 SVP, Marketing **Ryan Payne**
 EVP, Mind Over Eye **Bill Wadsworth**

CONSUMER MARKETING, ENTHUSIAST MEDIA SUBSCRIPTION COMPANY, INC.

SVP, Circulation **Tom Slater**
 VP, Retention & Operations Fulfillment **Donald T. Robinson III**



MOPAR MUSCLE

Flex Your Mopar Muscle



CAL TRAC BARS



SPLIT MONO LEAF SPRINGS



POWER BRAKES



TUBULAR CONTROL ARMS



DROP SPINDLES



\$299.99



FRONT END REBUILD KITS STARTING AT \$186.99



REAR DISC BRAKE CONVERSIONS

\$599.99



FRONT DISC BRAKE CONVERSIONS

\$372.99



STEERING COLUMNS

STARTING AT \$749.99



FACTORY FIT

AVAILABLE: PAINTABLE, CHROME AND BLACK POWDER COATED

ALUMINUM RADIATORS

STARTING AT \$199.99

AVAILABLE IN 2 AND 3 ROW



RADIATOR CAPS \$18.99



HI-PERFORMANCE SHOCKS

BILSTEIN SHOCKS

STARTING AT \$89.99 EA



STARTING AT \$118.99 PR

CALVERT RACING SHOCKS



RACK & PINION CONVERSIONS

STARTING AT \$1289.99

HI-PERFORMANCE SWAY BARS

STARTING AT \$139.99



DEALER INQUIRIES WELCOME
Call for a free catalog.

SHOP 24/7 AT
PERFORMANCEONLINE.COM

Call us toll free at 800.638.1703 Tech: 714.278.0098



1931 Sampson Ave
Corona, Ca 92831



CARPOCALYPSE, OR CARNUCOPIA?

I don't want to scare you, but the Carpcocalypse may be upon us. No, not the *apocalypse* as described in the Bible, but the one where cool cars disappear from the earth. You might think I've been huffing too much brake cleaner (yes, true), but the signs are everywhere. I remember about a quarter century ago when my parents' generation handed the keys to the world to my generation. In point of fact, nobody handed the keys of anything important to me (I was on meds), but the actual smart people in my generation do run stuff, at least for a little while longer. Now we're signing the title of planet earth over to the new kids, and I'll quote the immortal words of Sheriff Buford T. Justice here: "Hold up on dat car wash gentlemen."

When I started this job 25 years ago, we'd hang out around the water cooler and tongue wag about cars—when we weren't actually running them hard on the street and testing at the track. That's all we did 24/7. The other day, I was eavesdropping on three newbies in the lunchroom. The oldest one wasn't a day over 23, and they all had every version of some video game going back a decade, and they were drilling into it hard, like *programmer* hard. They were so geeked, I thought they were gonna pee their pants. The backdrop is that we're sitting in an office with larger-than-life murals of Jeff Lutz staging his 6-second '57 Chevy at Drag Week, and a vintage shot of a '62 Max Wedge launching hard at Indy. Iconic car magazines are laying everywhere. There's a gleaming tech center stuffed with hot cars and Eastwood tools. Huge flat-screen TVs festoon the walls and play 'round-the-clock video of Hellcats and Vipers. At their age, we never had that, but from the sound of lunch chatter, I wonder if those kids even know what this stuff is. Minus the fact that I'm a judgmental jerk, am I right? Are we leading horses to water, and they just aren't drinkin'?

While I was at the Carlisle Chrysler Nats last weekend, a guy told me a story that's starting to sound all too familiar. He said his son had graduated college and was still living at home. He didn't want to get a driver's license and had no interest in having a car. Too much hassle. This big baby still has his mom and dad driving

him everywhere—when he isn't playing video games and stealing music off the Internet. The man said he was finally tired of carting his grown son everywhere. He was so sick, I thought he was gonna yak. Thank God my kid got it right; she stole my wife's Hemi for a joyride when she was just 15. I believe the euphemism for that is "directionally correct."

Speaking of Carlisle, I ran into Jamie Passon, the Mopar transmission guy. We got on the topic of how stuff isn't made in America anymore, and more alarmingly, how a lot of old-world skills and manufacturing capabilities are evaporating from America and popping up in China. All Passon's transmissions are built 100 percent in the USA, and that sometimes means searching high and low for a guy or a machine to build a part that would've been easy 20 years ago. He walked over to a cardboard box and proudly pulled out a mainshaft with a helical speedometer gear cut into it. He waved it in front of my face: "you know how long it took me to find a machine that could cut this gear?!" I believe it would've been easier and cheaper to find a young programmer to hack the IRS mainframe.


Now enter the driverless car. This concept just gums up the gears in my head and makes my face go blank. You might as well explain a card trick to a chicken. My best guess is that there's a whole mess of people who view driving as a chore. Decades of cheap, boring imports will do that to a nation. The idea of a car being an appliance isn't a new one; my 1968 Plymouth Valiant started life as a lowly slant-six commuter. But there's a subtle difference: for every owner of such a car in 1968, there was a kernel of hope that they might one day own something nicer, then drive that nicer car somewhere just for the fun of it. And even '60s commuter boxes at least had some design flavor. The R&D guy with a driverless Google car—like most techies in the Bay Area—claims some imaginary moral high



In this picture, guess what thing is the rarest? It's not the '70 Challenger, or even the '71 'Cuda. It's the kids who are interested in them. We've got to do a better job weaning youngsters off iPhones and engaging them with real stuff. I vote for Mopars.

ground, and has made it his mission in life to rid the earth of real cars. The trickle will turn into a torrent before we know it.

It might take a few years, but I think the cool, imaginative kids in the class of tomorrow will win this one for us. It'll skip millennials and hit our grandkids. They'll wonder what happened to that show *The Dukes Of Hazzard* and the crazy orange car that jumps over rivers and has that weird emblem on the roof. They'll have questions about things like dial telephones, record players, paper money, AM radio, wrist watches, going to the moon, vacuum tubes, and muscle cars. It's all stuff you won't be able to experience anymore, it will be fascinating to them, and they will want it. At some point, it won't be enough to see it on YouTube; we will just have to show them.

And this month's Readers' Rides issue is surely a great place to start. First off, it's a real paper document that will outlast crashing servers, corrupt hard drives, root directory viruses, lost backups, and vaporous clouds. Second, it won't be subject to revisionist history, censoring, or some quirky search engine algorithm that puts it on page 23 of a Google search. And perhaps most telling, being that it's a snapshot of what guys really are collecting, driving, and restoring in 2015, it won't give future generations the false impression that Mopars are only shiny, mirror-smooth wing cars and Hemi 'Cudas. Yes, in 2015 there are also 1978 Plymouth Furys, 1980 Dodge Miradas, four-door slant-sixes, and disco-era Dusters. Hell yeah! Maybe it really isn't the Carpcocalypse after all ... maybe it's a Carnucopia. 

"The man said he was finally tired of carting his grown son everywhere. He was so sick, I thought he was gonna yak."

DRIVE IT. RACE IT. LIVE IT.

**THE WORLD'S PREMIER DESTINATION FOR AUTOMOTIVE
VIDEO CONTENT—MOTORSPORT, MOVIES, DOCUMENTARIES,
ORIGINAL SERIES—AT YOUR FINGERTIPS.**



MOTORTREND
ON DEMAND

MOTORTRENDEONDEMAND.COM

WIN THE HELL

AND A 1970 DODGE CHALLENGER
PLUS \$40,000 FOR TAXES*



ARE YOU READY TO WIN THE ONLY DODGE CHALLENGER SRT HELLCAT X EXPERIMENTAL CONCEPT IN THE WORLD?

MOPAR Muscle readers, I have a fantastic story to tell you.

For the past six months, I worked closely with pre-eminent specialists in the automotive design, high-performance, and concept-car fields to re-create the Hellcat X.

Inspired by the U.S. Navy F6F Hellcat fighter plane that averaged a 19:1 kill ratio against enemy aircraft in World War II, I discovered that Grumman Aircraft Engineering first developed a turbocharged AND supercharged X-F6F Hellcat. You read that right—the first turbocharged AND supercharged Hellcat X was in 1942.

The more I learned about the heroic and fearless Hellcat pilots responsible for turning the tide of the war to America's advantage, the more I knew that I had to help the remaining pilots still with

us today. I contacted Honor Flight, an organization dedicated to seeing that these heroes are able to visit the memorials in Washington honoring their service. We arranged a grant to help fund its efforts and moved forward with the project.

Inspired by the legacy of the turbocharged AND supercharged prototype Hellcat X fighter, I contacted experts in forced-induction and asked them, "Is the world ready for a turbocharged AND supercharged Challenger Hellcat X?"

I was surprised by the answer that I heard. "The new Hellcat's powertrain control module is locked. There's no way to get into it, so this plan won't work! Absolutely no way."

I know one thing for certain. When America was faced with the challenge of bringing down enemy Zeros that

threatened to attack The United States of America in WWII, the words: "It can't be done" were never spoken.

So I put together a team of Mopar experts and said, "Guys, we are going to re-create the Hellcat X, because it is a story of American might and exceptionalism that must be told. We'll debut it at the Chrysler Nationals at Carlisle in July 2015."

Some of you were there and saw the humungous crowds gathered around the awe-inspiring Hellcat X. Everybody wanted to know how the Hellcat X was built and when they could buy one.

Here's the thing. You can't buy it. You have to win it.

And when you win it, you're also going to score a fully restored 1970 Dodge Challenger R/T featured in a Challenger TV commercial—a true factory muscle car with a U-code 440 Magnum and a Hurst Pistol Grip four-speed.

I've heard countless stories of folks like you and me who won a valuable

***"Is the world ready for a turbocharged
AND supercharged Challenger Hellcat X?"***

NO PURCHASE, CONTRIBUTION, DONATION OR PAYMENT IS NECESSARY AND MAKING ONE WILL NOT INCREASE YOUR CHANCES OF WINNING. Donations are tax-deductible to the fullest extent of the law. 2015 Challenger Dream Giveaway* starts on July 1, 2015 and ends May 30, 2016 at 11:59 p.m. EST. This giveaway is open to residents of the U.S. and Canada (except Quebec) and other countries and U.S. territories and possessions only where offered and permitted by law, age 18 and older. Void where prohibited. Odds of winning equal to one divided by the total number of tickets issued. This ad is for information purposes only, for entry and official rules including free entry method visit www.dreamgiveaway.com/dg/challenger/official-rules. The Sponsor, New Beginning Children's Homes, Inc., a 501(c)(3) organization, PO Box 529 Centerton AR 72719, is a licensee of the Dream Giveaway* brand. *\$40,000 for TAXES applies to payment on behalf of winner for IRS withholding requirement, additional taxes may be owed. Prizes identified, logos, brands, and other trademarks referred to herein are the property of their respective trademark holders and FCA US LLC (formerly Chrysler Group LLC) is not a sponsor of this promotion.

HELLCAT X CHALLENGER R/T

2015
Challenger
Dream Giveaway*



***"Here's the thing. You can't buy it.
You have to win it."***

prize they could not accept because Uncle Sam requires a hefty tax payment. When you receive this prize, I'm doing something no other promotion in the world will do.

The grand prize includes \$40,000 toward the federal taxes so that you don't have to stay up at night worrying about not being able to accept this amazing pair of Dodge Challengers.

So here's the quick recap. Enter for a chance to win the only Challenger Hellcat X in the world and a matching 1970 Dodge Challenger R/T to go along with it and \$40,000 for taxes.

I have two videos online that you really will want to watch at **WinTheMopars.com**. The first is "The History of the Hellcat X" and the second is the "Revolution Reborn" TV commercial. Again, you can win the exact 1970 Dodge Challenger R/T that stars in the commercial.

Your tax-deductible donation to the Sponsor Charity, New Beginning Children's Homes, also helps military charities like Honor Flight, DAV, and National Guard Education Foundation, and it helps Mothers Against Drunk Driving, too.

I am confident you have never had the opportunity to take home two one-of-a-kind Challengers of this magnitude, and get this, its never going to happen again.

Enter now with promo code **PA1215H2** and I will add **50% BONUS TICKETS** to increase your chances of winning. I look forward to handing over the keys to the only Hellcat X in the world, along with a fully restored classic Challenger R/T.

You've got to be in it to win it!

Mark Breiner
Chief Gearhead



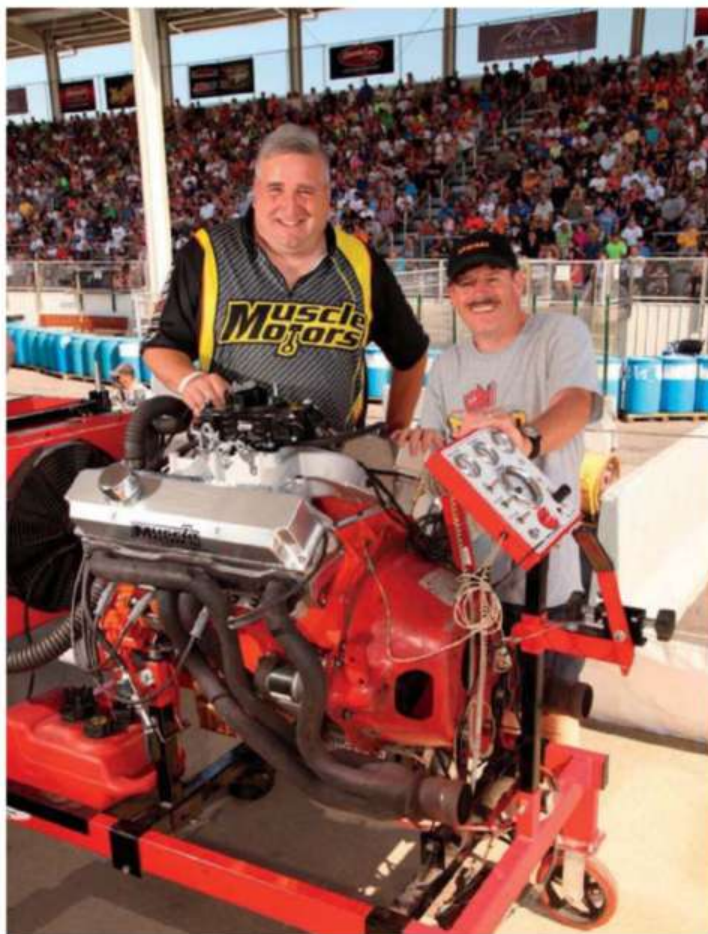
GET 50% BONUS TICKETS
USE PROMO CODE PA1215H2
With a \$20 minimum donation

ENTER TO WIN AT
www.WinTheMopars.com
OR CALL 877-700-8946

CARLISLE GIVEAWAY MOTOR WINNER ANNOUNCED

We love giving away free stuff—in this case it's a 383ci low-deck wedge built by Muscle Motors using parts donated by Molnar (crankshaft and rods), Ross (pistons), QFT (carb), Milodon (lube system), and COMP Cams (valvetrain). We'll be bringing you all the deep technical details on this fantastic street engine very soon, but for now we'll tell you it made 558 hp and 611 lb-ft of torque on the Muscle Motors dyno. Retail value on the B-deck motor including parts, labor, dyno time, shipping cradle, and freight runs around \$12,400 from Muscle Motors (musclemotorsracing.com, 517-482-4900).

In a live drawing at the 2015 Carlisle Chrysler Nationals in Carlisle, Pennsylvania, on July 10, Muscle Motors owner, Mike Ware (*left*) presented the lucky ticket holder Steven Alexander (Harrisburg, Pennsylvania) with the stout little 383 on the Carlisle main stage in front of thousands of onlookers. Alexander seemed stunned but happy, and says the engine is destined for his B5 Blue '74 Plymouth 'Cuda, which currently has an anemic 300hp crate motor and 904 trans. We wish Steven good luck with his new 383. Our advice to him? Better start looking for a stronger trans!



CATCHING UP WITH A PREVIOUS WINNER

Ever wonder what happens to our Muscle Motors giveaway engines after the grand drawing at the Chrysler Nationals? We found one of them in the car show field this past July 9 at the 2015 Carlisle Chrysler Nationals under the hood of Chris Ellis' 1988 Chrysler LeBaron. That's right—a LeBaron! This Muscle Motors giveaway engine was a 466hp 408ci small-block which Chris Ellis (Latrobe, Pennsylvania) won at the 2010 Carlisle Chrysler Nats. He dropped it into his '88 LeBaron convertible, converting the front-wheel drive to rear drive, adding an A500 four-speed automatic, and building a four-link rear to make it all work. Ellis kept the stock front suspension and even the stock 15-inch wheels. The convertible body style now has the grunt to match its good looks. Nice work, Chris, and thanks for showing us! Look for more highlights from the 2015 Carlisle Chrysler Nats (including the swap meet, car show, burnout contest, and Daisy Dukes bikini contest) right here at www.MoparMuscle.com.



PHOTO CREDIT: JOHN MACHAQUEIRO

CHALLENGER GIVEAWAY CARS REVEALED

The Carlisle Chrysler Nationals was also the location where the 2015 Challenger Dream Giveaway was announced. From now until May 30, 2016, you can enter to win both of these dream machines, plus \$40K in cash to pay the taxes. Entry into the Dream Giveaway is free, but tax-free donations are being accepted to benefit the New Beginning Children's Homes, as well as for grants being provided to DAV, Honor Flight, MADD, and the National Guard Education Foundation.

The first car is a rare 1-of-916 triple-black 1970 Dodge Challenger R/T that was used in a 2012 Dodge TV commercial. Don't let the Hemi badges fool you though, it's actually a rare 375hp 440 Magnum big-block with a four-speed (the Hemi badges were added by the TV production team). The other steed in the giveaway lineup is a new 2015 Dodge Hellcat—with a twist! Once you get past all the cool custom aero mods like the aluminum spoilers and cooling inlets, you'll find twin turbos feed the already potent supercharged and intercooled Hellcat engine. Inspired by the U.S. Navy F6F Hellcat fighter that served the armed forces in the Pacific during WWII, the Hellcat X puts out an astounding 805 hp. The general public can enter by simply calling toll-free 877-700-8946, or logging on to www.hellcatx.com

Brake Upgrade Kits

SIX FABULOUS CHOICES

to suit every driving style and budget.

All **EBC** rotors are now black **GEOMET®** corrosion resistant coated...

These rotors **WILL NOT RUST**



NRS® - NUCAP Retention System® creates a mechanical bond, locking the friction to the backing plate.

Stage 1 Kit

Ultimax Daily driver pads & Geomet black OEM style rotors

Vehicle Type Prices From

Any Vehicle **\$99**

Stage 2 Kit

Greenstuff sport pads & USR slotted black Geomet Rotors

Car **\$145**

Stage 3 Kit

Greenstuff Trucksport pads & GD sport drilled black Geomet rotors

Truck/SUV **\$175**

Stage 4 Kit

Redstuff premium fast street pads & USR slotted black Geomet rotors

Car **\$195**

Stage 5 Kit

Yellowstuff highest friction pads & GD sport drilled black Geomet rotors

Any Vehicle **\$245**

Kit includes 100% British made ECO friendly quality high efficiency EBC brake pads fully tested and approved to meet or exceed all known standards plus premium Geomet corrosion resistant G3000 iron rotors of your pattern choice. Geomet is the NUMBER ONE brake rotor anti corrosion surface coating used by OEM builders (they use silver, we prefer black Geomet). Coating withstands severe salt spray tests for corrosion resistance.

Ask at Pep Boys
or your local retailer or
shop online at

EBC®
BRAKES
www.ebcbrakes.com



Project 50, our 1969 Charger, sits in The Finer Details, the Danville, Indiana, restoration shop of Ken Mosier. Take a good look because this car isn't going to look like this much longer.

TEXT BY ROB FISHER • PHOTOGRAPHY BY SCOTT DOWDY

OPTIMUM OVERDRIVE

WE SHOW HOW TO FIT A MAGNUM SIX-SPEED IN AN OLD CHARGER—AND YES, IT DOES INVOLVE CUTTING THE ORIGINAL SHEETMETAL!

When last we worked on our 1969 Dodge Charger (code name Project 50), we had completed an installation of Reilly Motorsports' Alterktion suspension. It was time to test-fit the engine and the transmission. Astute readers will recall that this project was going to feature late-model technology sheathed in one of the most iconic muscle cars of all time.

With the car in full roller trim, we had now come to the point of the project where we had to make a decision on who was going to be the shop of record to do huge amounts of bodywork, prep, and painting of our B-Body. It didn't take long to figure out who we wanted to do the work. Ken Mosier and his Danville, Indiana-based shop, The Finer Details, should be a name you're already familiar with, and if you're not, you need to be. Mosier has been in the collector car business for more than 20 years and has been operating his own restoration shop since 2002. His cars have won more awards than we can count and from our vantage point, the quality of his shop's work is second to none.

This Charger started out life as a 318 automatic car. When we got it there was

really not much left but the shell, a rotted-out dashboard, and the big bulky A/C box. Since there was nothing overly rare about this car and we had neither original engine, trans, or most anything else for that matter, we took the opportunity to dial up the good folks at Roseville Moparts and order a brand-new Gen III 6.4 Hemi. That was followed by a call to American

Powertrain to get our hands on a T56 Magnum six-speed. That's right, we were in essence putting a late-model Challenger drivetrain in our '69 Charger. There was, however, one small problem.

That small problem turned into a bit of major surgery. You see, a T56 Magnum is a fairly tall transmission while the trans tunnel on an automatic Charger of this era isn't very big at all. To fit that transmission in our Charger we were going to have to modify the tunnel, and there was no way around it. We mocked up the transmission and located it exactly where it needed to be. After marking general cutting areas with a Sharpie, we broke out the body saw and cutoff wheel and proceeded to cut. A nip here and a tuck there, and we were able to pull the tunnel apart far enough to get the transmission in the proper spot. Then we tack-welded a patch panel so the guys at The Finer Details knew where the shifter hole needed to be.

In the process of doing all of that we unfortunately had to cut out bracing that spans the car's width about 20 inches behind the firewall, which you can see in the images. Cutting bracing in any car is never something you want to do and that's especially true in a unibody car, but we had no choice. So in order to properly support the car we hijacked some .095 DOM tubing from an old oval-track race car project and welded supports front to back. These, coupled with the new extra-beefy crossmember from American Powertrain should more than make up for our brace-cutting expedition.

Now our plan in doing all of that was to save Ken and his team some time and



Before the car ever made it to The Finer Details, we did some preliminary cutting and locating so that we had an idea of how the whole thing was going to fit together.

WE PACKED THEM FULL OF POWER. THEN GAVE 'EM A BRAIN.



DIGITAL 1200



DIGITAL 400




Powerful batteries require powerful chargers. Our microprocessor-controlled OPTIMA® chargers are specifically designed to charge, condition and maintain both AGM and lead-acid batteries while maximizing life and performance. They can even recover deeply discharged batteries, so from topping off to reviving, you're always ready to rock. To learn more about OPTIMA chargers, visit OptimaBatteries.com

CHARGES BATTERIES OTHERS CAN'T.

Look for the **OPTIMA DIGITAL 1200 AND DIGITAL 400** chargers at a retailer near you.
The OPTIMA logo, OPTIMA Batteries, The Ultimate Power Source, Spiralcell Technology, REDTOP, YELLOWTOP, BLUETOP and The Six-Pack Battery Design are trademarks of Johnson Controls, Inc. ©2015



headache of dealing with the drivetrain, but when he saw our handiwork we learned why they call the company *The Finer Details*. Ken said it would be best to just send the transmission and engine to him so that they could ensure that everything fit correctly when they were done. Hours of work could have been wasted if Ken's team didn't have a way to double-check fitment. It's somewhat like the old measure twice, cut once mantra.

They say that pictures are worth a thousand words, so we'll let the images of the process shine through. 



Using a cutoff wheel, the old tunnel was shaped to accommodate the Tremec shifter. You can see just how far up the trans tunnel we had to slice in order to fit the very tall T56 Magnum six-speed.



Unfortunately, we had to cut the center brace out of the car, which you can partially see sitting behind the new and very beefy trans crossmember. The left of the crossmember coupled with the some added bracing that you'll see later should be more than enough to keep the Charger nice and stiff.



We used a block of wood to get the driveline angle close to ideal so that we could order the correct trans mount. How the whole driveline would sit in this car would pose another problem with the firewall, but you'll get to see how we handled that at a later date.

AIR CONDITIONING

TAKE CONTROL OF YOUR A/C SYSTEM WITH FREE D.E.R. CONTROL HEAD FOR B-BODY'S



TAKE CONTROL and get a state of the art electronic system that your Mopar deserves. We now offer our famous PerfectFit Elite systems for 1968-70 B-Bodies... including factory air cars! Plus... with our new and exclusive D.E.R. controls, you not only get plug-n-play installation - you get BACKLIT convenience for the first time ever!



RETROFIT A/C NOT AFTERMARKET A/C!
MORE MODEL SPECIFIC AIR CONDITIONING SYSTEMS THAN ANYONE

CLASSIC AUTO AIR

www.coolmymopar.com
877.741.8324



Energy Suspension sent two different sizes of transmission mounts to ensure that we had options since our little project wasn't the most common swap.



We then tacked a sheet over the hole basically showing how we wanted the finished product to look. This was to be the road map for The Finer Details team.



With the preferred mount chosen, we slid it into place and then tightened it down.



With the trans mount tightened down we could finalize the placement of the shifter hole, but first a strap was tack welded in place to help hold the floor pan in place. You can also see temporary bracing that we welded in to help keep everything square for the thousand-mile journey north.



ALL IDIDIT PRODUCTS ARE MADE FROM THE HIGHEST QUALITY 100% AMERICAN MADE PARTS & MATERIALS. ALWAYS. WE'VE GOT WHAT YOU NEED FOR YOUR MOPAR MUSCLE CAR AND SO MUCH MORE!

VISIT OUR WEBSITE FOR FULL PRODUCT LISTINGS
517-424-0577 WWW.IDIDITINC.COM



Early on in this project we noticed a problem in a lot of the bracing on this car. Yes, we love Swiss cheese as much as the next guy, but not in this spot. This is the "before" shot.



Here's the "after" photo. Scott Dowdy of The Finer Details got hold of our car and grafted a good frame rail into the place of our holey one. He literally sectioned out the bad and replaced it with the good. When it's painted we'll never be able to tell the difference.

One Call Gets It All
1962-1974 Mopar A, B, E and C Body

Since 1976

1 CALL GETS IT ALL!

AUTHENTIC RESTORATION

THE SOURCE FOR NEW AND USED MOPAR PARTS

"Mopar Is All We Do!"
888-4MOPARONLY STEPHENSPERFORMANCE.COM

GET YOUR RESTORATION PROJECT OUT OF THE WEEDS

WE HAVE THE WORLDS LARGEST MOPAR SALVAGE OPERATION

Do you need a reliable source for *quality used OE parts*? We have the world's largest vintage Mopar salvage operation with worldwide shipping. Give us a call for the part you need.



- Body Parts
 - Drive Train
 - Electrical
 - Interior
 - Wheels
 - Brakes
 - Suspension
 - Transmission
- Worldwide Shipping**

Used Parts Sales: 256-247-1332

INTERIOR AND EXTERIOR A, B AND E BODY PARTS

Sheetmetal
Bumpers
Grills And Trim
Lenses And Bezels
Electrical
Hinges And Hardware
Weatherstripping
Complete Glass
Framerails
Suspension Brakes
Transmission
Console
Engine

WE ARE THE #1 MOPAR METAL DISTRIBUTOR



New Parts Sales: 888-4MOPARONLY Used Parts Sales: 256-247-1332

Stephens Performance 9321 Hwy 207 Anderson AL 35610

Email: 4moparonly@gmail.com



To fit the T56 in place we unfortunately had to cut out the torsion bar cross-member that spans the car's width about 20 inches behind the firewall, which you can see here. In order to properly support the car, we hijacked some .095-DOM tubing and welded supports front to back. These, coupled with the new extra beefy crossmember from American Powertrain should more than make up for the cut. Dowdy then covered our rollbar tubing with frame connectors from U.S. Car Tool.



Dowdy ended up cutting out a large rectangle to give the tunnel more continuity front to back. Once complete it will be impossible to tell that the tunnel was ever modified. Here, you can make out the original shifter hole for the automatic trans and how Scott plated over the open hole that was left when we cut into the torsion bar crossmember.



Here you can see the trans tunnel has been smoothed, the metal worked, and the hole for the shifter cut. The next step is to test-fit the final product.



The motor and trans sit in the very spot they will when the car is done, on the Reilly Motorsports K-frame. The only thing left to do is lower the car into place.



The painstaking work is rewarded with a perfect fit, exactly what you can expect from the guys at The Finer Details.



That's a brand-new drivetrain that normally can be found in a late-model SRT8 Challenger, but it's going into our Charger thanks in part to The Finer Details team who are getting ready to roll the engine and transmission into place as the car sits elevated on multiple jackstands.

SOURCES

AMERICAN POWERTRAIN

931-646-4836
WWW.AMERICANPOWERTRAIN.COM

AUTO METAL DIRECT

866-591-8309
WWW.AUTOMETALDIRECT.COM

ENERGY SUSPENSION

888-913-6374
WWW.ENERGYSUSPENSION.COM

ROSEVILLE MOPARTS

586-859-2623
WWW.ROSEVILLEMOPARTS.COM

THE FINER DETAILS

317-745-2125
WWW.THEFINERDETAILS-1.COM

U.S. CAR TOOL

919-855-8200
WWW.USCARTOOL.COM

MOPAR ONLY!

RESTORATION

PH: 302.376.8508
FX: 302.376.8602

Join us on Facebook

1940 CELEBRATING 35 YEARS 2015

“HERB’S HAS IT!”

PAINTS

Premium Quality Interior Paint for Your 63-75 Chrysler, Plymouth, or Dodge. Sold in 12 oz. aerosol cans in 31 Mopar Colors. \$17 can.

6 PAK ASSEMBLIES

Carbs, Intake, Air Cleaner Assembly, Brackets, Springs, Linkage, Throttle Cable, Choke Clips, Upper Fuel Line, Vacuum Hoses, Attaching Bolts to Intake, Lower Fuel Line, Intake, Base, and Air Horn Gaskets, Studs, Wing Nuts, Decal and More. * All Parts Are New, Not Rebuilt

340	\$2,654
383 / 400	\$2,740
413 / 440	\$2,769
69-1/2 Idle Solenoid	\$140
70-71 Idle Solenoid	\$135

EMBLEMS

69 Dart GTS Hood Insert Emblem (340 - 383 - 440)	\$56
70 Charger Side Scoop Emblem	\$46
68 GTX Grille Emblem	\$40
69 Charger Grille Emblem	\$46
68 Dart "GT" Trunk Emblem	\$50

Many more emblems available!

MIRRORS

71-74 B-Body Rearview Mirror	\$100
62-66 A, B, & C-Body Twin Post Mirror	\$125
70-74 E-Body, Remote	from \$235
70-74 E-Body, Non-Remote	from \$205
70-71 E-Body Left, Standard	\$195
70 A-Body Sport Mirror, Remote	\$247
70 A-Body Sport Mirror, Non-Remote	\$247

Plus many more available!

RADIO

68 B-Body AM/FM Thumbwheel	\$650
69 B-Body AM/FM Thumbwheel	\$650
70 B-Body AM/FM	\$650
70-74 E-Body AM/FM	\$595
71-74 B-Body AM/FM	\$595

GLASS

67-76 A-Body Windshield	from \$243
62-74 B-Body Windshield	from \$279
70-74 E-Body Windshield	from \$279
Complete Glass Sets Available	from \$1,029

Door, Quarter, and Rear Window Glass Available for Most A, B, & E-Body Cars. Call for More Information.

STOP BY AND SEE US!

TMC Mopar Madness - September 19
Dinwiddie, VA - Virginia Motorsports Park

HERB'S SHOP & RESTORATION SERVICES

We offer complete auto service for your Mopar, from mechanical and electrical work to full restorations. Herb's has a well-equipped shop and over 40 years of Mopar-specific experience.

NEW ARRIVALS!

Six-Pack Air Filters

1968-69 Super Bee & R/T Hood Inserts

LED Dash Lights

www.HerbsParts.com



RESTO CORNER
with **AMD**
AUTO METAL DIRECT

TEXT AND PHOTOS: DAN FOLEY

PANEL REHAB WITH ADHESIVES

DID YOU KNOW YOU DIDN'T NEED A WELDER TO PERFORM LEGIT PANEL REPLACEMENT? HERE'S HOW TO DO A SOLID JOB AT HOME!

We have all heard the saying “rust never sleeps,” and when it comes to vintage Mopars the battle to keep our prized possessions from getting eaten by oxidation is never ending. Twenty and 30-plus years ago, to get rid of rust you needed to find NOS or used rust-free sheetmetal. Eventually the NOS supply pretty much ran dry, and if you found a solid piece, it became way too expensive for the average enthusiast. Finding rust-free donor

vehicles at salvage yards in northern states and across the rust belt has always been an issue. Even the supply of straight, rust-free sheetmetal from the Southwest has dried up for most popular models.

Fortunately, companies like Auto Metal Direct (AMD) and Eastwood have released products to help alleviate the rust issues that plague classic Mopar sheetmetal. For a Northeast vehicle, our '73 Challenger Rallye (aka The Slick Challenger) does not have a serious amount of rot—the only affected areas are in the lower part of

the trunk extension panels. That's mostly due to having spent most of its life in a garage, away from those salt-covered winter roads. Before the availability of reproduction trunk extension panels, we had seen many restored cars missing or having incorrect-looking extension panels. It's been one of our pet peeves. Helping cure this is AMD, which has released reproduction trunk extension panels that offer factory-fit and appearance.

Most enthusiasts don't have welding experience or the required welder and

Superior Design. Advanced Manufacturing. Proven Performance.

Don't cut corners or accept compromises—use the best parts. Trick Flow Specialties designs, manufactures, and sells a broad range of industry-leading performance products.

Every Trick Flow product delivers significant power gains over stock.



Trick Flow products are completely engineered, cast, machined, assembled, durability tested, and dyno proven in the USA with one goal in mind—exceeding your expectations for quality, durability, and performance!

TrickFlow.com
1-330-630-1555

Trick Flow
Specialties

These left and right trunk floor extensions (PN 840-2570-L, 840-2570-R, \$129.99 each) from Auto Metal Direct will replace the rotted-out sections on our E-Body project. They feature a factory appearance and are a direct replacement made from high-quality steel with an EDP coating for rust protection. The bag of body plugs (PN F-BPK3, \$59.99) will fill in the body plug holes to keep out water, dirt, and noise.

Most enthusiasts don't have welding experience or the required welder and related tools. At the same time, structural adhesive technology has been used in body shops for nearly 20 years.



Here you can see the damage to the left-side lower extension panel. Ironically, the quarter-panels on each side weren't rotted out. It appears the car received new quarters when it was redone back in 1983. In those dark times the bottom of the trunk extension panels were filled with tar paper and undercoating! After we removed the tar paper the rusty panels received a coat of Eastwood Rust Encapsulator to stop the spread of oxidation.



We carefully cut out the rust without touching the outer panel that was less than a half-inch away. A die grinder with a cutting wheel did this tedious task, and it's not for the faint of heart. Our cut was an inch above the rust where the panel proved to be strong and solid to work with. The fender lip and bottom area of the quarter-panel only needed cleaning up with a wire wheel.



The new panel features that stock/original look you want when people take a peek under your pride and joy. We measured and cut an inch above the cutout area so the newly made patch panel would overlap for a strong bonding area for the panel adhesive.

NEW AND IMPROVED i2



PERFORMANCE PROGRAMMER
FOR MOPAR VEHICLES - PART # i2010



Updates Anywhere
Connect your i2 via Wi-Fi, PC, or Mac OSX.



Power Up Your Driveway
Add vehicle licenses that unlock tuning for other supported vehicles, regardless of make or model.



No Guess Tuning
The New Easy Tune Option walks you through the entire tuning process.

TUNING OUT NOW FOR 2015 V8 CHRYSLER CARS WITH AN AFTERMARKET DIABLO PCM
FOR MORE INFORMATION CALL 561-908-0041



DIABLOSPORT

Not legal for sale or use in California on pollution-controlled vehicles. WWW.DIABLOSPORT.COM/i2



After placing our patch panel in position, we were impressed how well the ribs and the lips lined up. Minor cutting and tweaking (bending) is necessary for perfect lineup. It takes time, patience, and a lot of planning to go into the job, especially if you're a novice like your author.




Many trial fitments with the clamps were performed until a routine was established with perfect panel position/alignment. We needed to be certain we could apply the adhesive and place the panel in position in time before the adhesive would set up. The panel adhesive will set up in only 20 minutes in our warm (80-90 degree) working conditions.



The panel edges were curled over just enough to meet flush when clamped together. After a few more mock-ups with the clamps we felt we were ready to begin the adhesive process.

related tools. At the same time, structural adhesive technology has been used in body shops for nearly 20 years. We've had success gluing quarter-panels on a Challenger (Nov. '02) and front floorpans on a '66 Dart GT (May '07). The Challenger still looks great without any signs of cracking or separation and the same goes for the Dart. Other benefits to not welding include eliminating the possibility of tin corrosion at the panel joint and the prevention of possible heat warpage in the panels. Plus, without sparks there's less chance of fire in the home garage.

Sure, professional butt and spot welding can give that concourse-correct appearance, but we just wanted a nice-looking street driver that could be a local car show winner. Once the AMD trunk extension panels and Eastwood structural adhesive and restoration supplies were in hand (along with our arsenal of tools at home), we were eager to get to work. Keep a sharp eye on our how-to pix, because the Eastwood glue system can put competent body repair in the hands of the average do-it-yourselfer! 



HIGH PERFORMANCE RADIATORS

888.587.7234

MOPAR RADIATORS



22" & 26" available with application specific tanks and brackets. Even in aluminum!



Several Core Designs To Cool Any Engine!

SHROUDS

CUSTOM SHROUDS - UTILIZE YOUR ENTIRE CORE!



STARTING AT \$100



All we need is your core size. Available with or without fans.

COOL CRAFT COMPONENTS / WWW.COOLCRAFT.COM

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

Proper prep work to the adjoining panel area is paramount. For the panel adhesive to hold the panels together (like being welded together), that surface area must be clean bare metal. We roughed it up with 80-grit sandpaper, then cleaned it with Eastwood's PRE Painting Prep (PN 10041Z, \$9.99) sprayed onto a clean rag.



We've used Eastwood's Structural Panel Adhesive (PN 31087, \$19.99) for years with outstanding long-term success. Two Panel Adhesive kits were needed for each side. Eastwood's 26:1 Cartridge Gun (PN 46613, \$19.99) makes pulling the trigger easier than using a standard caulking gun.

TRUE AMERICAN BILLET™

FOR YOUR CLASSIC MOPAR

**EXCEPTIONAL QUALITY
AT AFFORDABLE PRICES**



**CALL OR VISIT OUR
WEBSITE TO REQUEST
A FREE CATALOG**

☞ MORE THAN 2,500 PARTS!

S-DRIVE SERPENTINE PULLEY KITS

For 383-426-440 Mopar. One part number gives you everything you need to accessorize your engine with American made billet aluminum and new, name brand components.



Billet Aluminum Hood Hinges

Available for 1967-1970 B Body



Billet Aluminum Fire Extinguisher Brackets

Floor or roll bar mounts available



Billet Aluminum Hood Pin Kits

Universal fit, four styles to choose from



Call: 1-888-813-1293 **Click:** EddieMotorsports.com

facebook: facebook.com/eddiemotorsports **YouTube:** eddiemotorsportsinc



Right after the panels got the glue, they were quickly aligned and clamped together before the adhesive setup. Notice the heavy bead (1/4 inch) of adhesive along the entire bare metal contact area for positive adhesion and rust protection. Also, the no-contact, inner areas were brush-coated with Eastwood's Rust Encapsulator (PN 16065ZP, \$39.99)



The clamps hold the panel in position while the adhesive hardens. The adhesive will hold the panel in place and seal-out rust for many years. The next day after full cure (24 hours) we removed the clamps.



Here's a "before" and "after" look of the repair on the right-side panel. The Eastwood undercoating blended nicely with the stock splatter. It was well worth all the work (eight days, three hours each day). Now the panels have that correct look we wanted.



With a sanding block using 80-grit sandpaper, we blended-in the glued-on panel similar to sanding body filler, though the adhesive is harder to sand. Since this panel is hidden underneath the car, we didn't go crazy with the finishing work. We'll finish it off with Rust Encapsulator paint and undercoating, sufficient for our street driver.



We're proud of our first-time lower trunk extension panel work. We brushed on Rust Encapsulator treatment, making a good base for the Rust Encapsulator Rubberized Undercoating (PN 13651Z, \$22.99). It will blend well with the factory and/or dealer undercoating. The new body plug will be undercoated for that stock-like appearance.

SOURCES

AUTO METAL DIRECT

866-591-8309

WWW.AUTOMETALDIRECT.COM

EASTWOOD

800-345-1178

WWW.EASTWOOD.COM



Vans Auto

920-324-2481 vansauto.com

VISIT OUR NEW EXPANDED WEBSITE
WITH THOUSANDS OF ITEMS

The Affordable Restoration Parts Source

License Plate Brackets 68-70 B body 70-74 Cuda



Only
\$75.00

Visit Our Website To See Our Full Line Of Affordable Restoration Parts

Side View Mirrors



A Body Side View

1962-66 Twin post, chrome.....	\$125.00
1967-76 Remote driver side, chrome.....	\$160.00
1967-76 Pass and driver side, chrome.....	\$60.00
1967-76 Passenger side manual chrome.....	\$100.00
1970-76 Side Sport, chrome driver side....	\$175.00
1970-76 Side Sport, chrome passenger side....	\$175.00

B Body Side View

1962-66 Twin post, chrome.....	\$125.00
1967-70 Driver side remote, chrome.....	\$160.00
1967-70 Pass and driver side manual, chrome....	\$60.00
1967-70 Pass side chrome.....	\$100.00
1971-72 Driver side chrome.....	\$145.00
1971-72 Passenger side chrome.....	\$120.00
1973-74 Driver side chrome.....	\$160.00
1973-74 Passenger side chrome.....	\$160.00

E Body Side View

1970 Driver side remote, chrome.....	\$140.00
1970 Driver side remote, primed.....	\$140.00
1970 Pass side manual chrome.....	\$100.00
1970 Passenger side manual primer.....	\$100.00
1971-74 Driver side chrome.....	\$145.00
1971-74 Passenger side chrome.....	\$120.00

C Body / Early Side View

1962-66 Twin post, chrome.....	\$125.00
1965-68 C body, Driver side chrome.....	\$175.00
1957-59 All Pass and driver side, chrome.....	\$175.00
1958-66 Imperial Pass and driver side, chrome....	\$200.00
1958-62 Dodge / Plym, Pass and driver side....	\$200.00
1958-64 Chrysler Pass and driver side chrome....	\$200.00

Visit Us At These Shows
Chryslers At Carlisle The Mopar Nationals
Indy Cylinder Head Mopars In The Park

Fuel Tanks

We carry an extensive line of fuel tanks for most Dodge, Plymouth and Chrysler cars from 1940-1973



We also have an extensive line of senders

VISIT OUR EXPANDED
WEBSITE WITH
THOUSANDS OF ITEMS

Arm Rest Pads



1964-66 A Body front.....	\$60.00 pr
1964-66 A body rear.....	\$60.00 pr
1967-72 A body front.....	\$60.00 pr
1966-70 B body front.....	\$60.00 pr
1966-70 Charger.....	\$64.00 pr
1971-74 B body front.....	\$50.00 pr
1967 A-Body front.....	\$60.00 pr

920-324-2481 vansauto.com



MOPARS AT THE STRIP

CHRYSLERS COME TO LAS VEGAS FOR THE WEST COAST'S MOST PRESTIGIOUS MOPAR EVENT EACH SPRING. HERE ARE THE 2015 HIGHLIGHTS.

**BY JOHNNY HUNKINS
PHOTOGRAPHY BY THE AUTHOR**

If you live on the West Coast, you most likely take beautiful weather for granted all year round. That means it takes us spoiled Westerners something a little more spectacular to get us motivated, and if you're lucky enough to be of the Dodge, Plymouth, or Chrysler persuasion, you have that extra motivation in the form of the annual Mopars at the Strip. Each spring, Pentastars make the trek to the Strip at Las Vegas for a spectacular car show, drag race, autocross, and an awesome rock 'n' roll afterparty, which is sponsored by The Cannery Hotel and Casino. This year, all the action happened on March 27-29, 2015, in the wide open spaces of North Las Vegas, best known as being home to the Las Vegas Motor Speedway and Nellis Air Force Base. Mopars at the Strip is exactly the kind of spectacle Chrysler lovers expect from the town that knows how to entertain, and this year it didn't disappoint. We came across some real gems that we want to share with you, along with some of the other great activities we experienced. No Chevys or Fords allowed!



Everybody knows that getting to Vegas is half the fun of Mopars at the Strip, so we made a short hop over to Glendora Dodge to join a couple of *Mopar Muscle* readers for the four-hour drive north. Glendora Dodge also had a great display of performance products at their booth in the manufacturers' midway at MATS.



Saturday night, the three-time Grammy-nominated heavy metal band Queensryche played to Mopar fans at The Cannery Casino Hotel, the MATS host hotel. Anyone with a Saturday wristband from MATS got in free. And let's not forget the host hotel's Quarter Mile of Mopars display in the parking lot.

PHOTO CREDIT: ELANA SCHERR



UPGRADE IT!

SuperCoils deliver up to 15% more spark energy for maximum performance, economy, and throttle response.

ACCEL SuperCoils for Ford, Hemi and Toyota are also available.
Visit accel-ignition.com for a complete application listing.

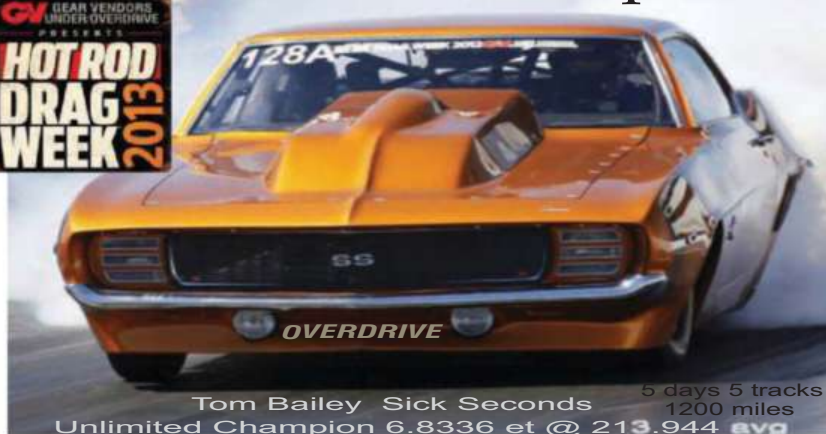


Hot Rod magazine staffer, Elana Scherr, brought out a brand-new '15 Dodge Charger Scat Pack, with the 485hp 392ci Gen III Hemi. She figured there was no better time and place to test it than MATS. Totally stock with the factory tires, Elana ran a 12.87/107 on her first try. That's wicked fast for a two-ton four-door with a factory warranty!



6 seconds, 8 Champions

GV GEAR VENDORS UNDER/OVERDRIVE PRESENTS
HOT ROD DRAG WEEK 2013



Tom Bailey Sick Seconds 5 days 5 tracks
Unlimited Champion 6.8336 et @ 213.944 avg 1200 miles

8 class champions run Gear Vendors Overdrives



1970 DODGE CHALLENGER CONVERTIBLE

Ralph Warnstrom's '70 Challenger is the perfect blend of old versus new. The sleek '70 convertible body is mated to a completely modern 6.1L Gen III Hemi paired to a six-speed TREMEC overdrive manual trans. Further modern enhancements come via Wilwood discs at all four corners. A Kenne-Bell supercharger kit bumps up the boost to throw down 700 hp to the rear wheels. Ralph attributes Superior Hot Rod Speed Shop in Butte, Montana, for the high-quality of work on his E-Body.



1965 DODGE A990 SUPER STOCKER

We can't figure out why in the world Brian Dickey wants to sell his immaculately prepared Dodge A990 Hemi tribute car, but as the owner/proprietor of Dickey's Hot Rods, we suspect he's probably angling for the cash to build his next project. We don't know how much it costs (if you have to ask, you probably can't afford it!), but it has a 528-inch Dale Reed-built Hemi making around 630 hp and 630 lb-ft of torque. The laser-straight body has been sprayed with PPG Viper Red, and power is delivered to the ground through a built A727 and Gear Vendors overdrive. If interested, Brian says call him at 949-275-8344!

If you want overdrive - run the only overdrive that will handle abuse and racing.

GV GEAR VENDORS UNDER/OVERDRIVE

Call 800-999-9555 for information or visit www.gearvendors.com



After a hiatus, Dodge is finally back at MATS, and with a vengeance! The Dodge/SRT crew was taping segments for their YouTube page, interviewing late-model Hemi owners and showing off all the new SRT and Scat Pack iron out of Auburn Hills. Here, Dodge video host and *Mopar Muscle* contributor Steve "Magneto" Magnante interviews a Challenger T/A owner.



Those who stayed around for the awards ceremony on Sunday got to hang out with Courtney Hansen of *Powerblock* and *Overhauled* fame, and Dennis Pittsenbarger from *Highway To Sell*. We've never seen so many award plaques ever—there was a class for everything, and First through Third for each.



1978 PLYMOUTH VOLARE

Jeff Berkheimer of Haxtum, Colorado, is somewhat of an expert on the rare '78 Plymouth Volare and Dodge Aspen custom coupes (he admitted to owning at least three of them). Made in limited quantities of 1,000 cars (according to the Nov. '77 issue of *Motor Trend*), the Petty-inspired, Chrysler-sanctioned street stockers were endowed by Petty Racing with larger wheel openings, rear sway bars, stiffer springs, thicker Tuff steering wheel, racing decals, hoodpins, window blow-out straps, special paint (red for Dodge, blue for Plymouth), negative-offset 15x8 wheels, and aramid-belted white-letter radials. You could get one with a 318, or the uprated 360 as in Berkheimer's, but either was as rare as hen's teeth!



1968 DODGE CHARGER

The father-and-son team of DJ and Dominic Dhooge of Glendale, Arizona, built this pristine '68 Charger at home over a two-year period. The mostly stock resto gives way to some light mods where they make sense (mild 280 cam, Edelbrock RPM intake, lowering springs, quick-ratio steering box, and 18-inch Foose wheels), but the whole point was to build it at home together, then enjoy it out on the road. They succeeded in spades!

MODERN MOPAR POWER STEERING

1962-1972 MOPAR Available for most applications

- Bolt in Installation
- No Cutting and No Welding Required
- Quick 14:1 Ratio with Firm Modern Feel
- 20 Pounds Lighter than Stock Power Box
- Smallest Power Box Available
- Extra Clearance for Motor Swaps / Exhaust



Size Comparison
Stock Power (left) vs.
Borgeson Power Box

Part # 800126
MSRP \$629.00



Visit us at... www.borgeson.com

Borgeson Universal Co.
91 Technology Park Dr.
Torrington, CT 06790
860-482-8283

BORGESON
Steering You Forward



1970 PLYMOUTH DUSTER

All we know about Russ Schoen's '70 Duster is what we could figure out from looking at it. First, it's got a '69 Plymouth Valiant grille, which gives it a really cool non-stock look. Second, it's got a satin-black—powdercoated 6-71 blower sticking through the hood, which is attached to a 415ci small-block. The window card says it also has Magnum Force suspension and a TREMEC five-speed. (Of course, we dig the wheel and tire selection, but the front Gasser-style wheels really need to have the same as-cast satin look like the rear rollers to properly sell it.) We would've loved to stick around for a second hour, but we risked not shooting pictures of anything else. Guys—if you've got a cool car and you're at a national event, you might want to check your car once in a while!



1969 DODGE SUPER BEE

Knowledgeable West Coast guys who can afford the very best restoration and restomod craftsmanship in the Mopar world will at the very least have to consider the services of Restorations By Rob, located in Buckeye, Arizona. Car owner Joe Biro knows quality when he sees it, so having shop owner Rob Lelakowski handle his prized '69 Super Bee was a no-brainer. The glass-smooth Green FE5 four-speed Bee is home to a 496 stroker that looks like a mild 383, right down to its stock-looking ported 906 heads. This is one sweet wolf in sheep's clothing.



1969 CHRYSLER NEW YORKER

We're familiar with the fine body and paintwork that comes out of the Kool Kars LA shop in Torrance, California, and this '69 Chrysler New Yorker, owned by Billy Smith, is a wonderful example of what they can do. A really long dreadnought like a New Yorker tests the

skills of the metalsmith, and the glass-smooth sides of the big Chrysler looked like a mirror. The almost-stock TNT 440 propels the beast down the highway silently like a cross-country Amtrak.



1973 DODGE CHALLENGER

Julie Rainwater is her name, and putting guys in their place is her game. We actually saw this '73 Challenger roll down the return road, and commented on how perfect the stance and wheel selection was on it, only to find out it was being driven by this gorgeous young lady. We're exploring doing a full feature on this street-legal 12-oh performer, but for now we can tell you its big-block wedge sounded healthy, and its cherry black paint looked a mile deep.



1978 DODGE MAGNUM

If you have a Dodge Magnum and you want to know how to make it look cool, pay attention to Ken Scharff's '78 Magnum here. For starters, these cars are not hugely collectible, yet they are intriguing, and not unpleasant to look at in stock form. NASCAR pilots liked them enough to race them back in the day, which makes them legit aero performers with a solid history. There's no reason to keep one stock, so use this blank canvas to paint your masterpiece on—Ken sure did! This modern take on the Pro Street theme has a mild 440, race-prepped A727, four-link coilovers in the rear, Wilwood discs all around, and Billet Specialties big 'n' littles.



1964 PLYMOUTH BELVEDERE

Richard Miner considers this Stage III Max Wedge '64 Plymouth Belvedere one of the family, and why not? He's had it for 40 years. It's a long-time family effort (he credits brother Joel equally) that has produced a competitive, well-oiled high-9-seconds e.t. machine. The Miner boys love the nostalgia racing circuit and do most of their "educatin'" on the West Coast.



1969 DODGE DART

We're 98 percent certain that this '69 Dart running under the Glendora Dodge banner is the small-block A-Body belonging to Rod McGregor, who was a contender in our MATS True Street Challenge way back in 2007 (he finished in Third Place). Back then, it ran high 10s, but it was deep into the 9s for MATS 2015. It's good to see guys hanging on to their rides and improving them over time. The spectacular wheelie doesn't hurt either.

SOURCES

CANNERY CASINO HOTEL
WWW.CANNERYCASINO.COM

MOPARS AT THE STRIP
WWW.MATSLV.COM

ROADKILL.COM

Powered by **DODGE**

WE'RE EXPLODING!



See the newest ROADKILL episodes sooner at MotorTrendOnDemand.com, starting September 2015.

America's **HOTTEST WEB SHOW** for gearheads is **ROADKILL**, with a million-plus views per episode for four years. Now ROADKILL is powered by Dodge and—bam!—there's more to see than ever.

CHECK OUT THE ALL-NEW
ROADKILL.COM

SEE videos, photos, articles, and chats with hosts David Freiburger and Mike Finnegan. And The Dog.

GO to ROADKILL events where episodes are being shot.

GRAB fresh ROADKILL apparel.

JOIN ROADKILL Nation to post your own projects!

WATCH for the launch of ROADKILL the magazine.

#BecauseRoadkill **(RK)**

NEW ROADKILL
GEAR!

FRESH
DESIGNS
ON SALE
NOW AT

ROADKILL.COM



HARBOR FREIGHT

QUALITY TOOLS AT RIDICULOUSLY LOW PRICES

QUALITY TOOLS

SUPER COUPON

PITTSBURGH

4" MAGNETIC PARTS HOLDER

SAVE 66%

LOT 62535
90566 shown

\$199

REG. PRICE \$5.99

61654383

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

20 TON SHOP PRESS

SAVE \$145

LOT 32879
60603 shown

\$154.99

REG. PRICE \$299.99

61635167

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

CENTRALPNEUMATIC HIGH SPEED METAL SAW

SAVE 61%

LOT 60568/62541/91753 shown

\$12.99

REG. PRICE \$33.99

61660902

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

72" x 80" MOVER'S BLANKET

SAVE 66%

LOT 66537 shown
69505/62418

\$5.99

REG. PRICE \$17.99

61658756

LIMIT 6 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

PITTSBURGH

6 TON HEAVY DUTY STEEL JACK STANDS

SAVE 50%

LOT 69596
61197/62393
38847 shown

\$39.99

REG. PRICE \$79.99

61600592

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

20% OFF

ANY SINGLE ITEM

LIMIT 1 - Save 20% on any one item purchased at our stores or HarborFreight.com or by calling 800-423-2567. *Cannot be used with other discount, coupon, gift cards, Inside Track Club membership, extended service plans or on any of the following: compressors, generators, tool storage or carts, welders, floor jacks, Towable Ride-On Trencher, Saw Mill (Item 61712/62366/67138), Predator Gas Power Items, open box items, in-store event or parking lot sale items. Not valid on prior purchases after 30 days from original purchase date with original receipt. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

61602518

WOW SUPER COUPON

**4000 PEAK/3200 RUNNING WATTS
6.5 HP (212 CC) GAS GENERATORS**

LOT 68528/69729/69676 shown

LOT 69675/69728 CALIFORNIA ONLY

SAVE \$200

\$299.99

REG. PRICE \$499.99

61597174

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

10 FT. x 10 FT. POPUP CANOPY

**LOT 62513/62384
62898/62897
69456 shown**

SAVE \$40

\$59.99

REG. PRICE \$99.99

61656865

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

CENTRALPNEUMATIC 3/8" x 50 FT. HEAVY DUTY PREMIUM RUBBER AIR HOSE

**LOT 61939
62250/69580 shown**

SAVE 36%

\$18.99

REG. PRICE \$29.99

61642292

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

How Does Harbor Freight Sell GREAT QUALITY Tools at the LOWEST Prices?

We have invested millions of dollars in our own state-of-the-art quality test labs and millions more in our factories, so our tools will go toe-to-toe with the top professional brands. And we can sell them for a fraction of the price because we cut out the middle man and pass the savings on to you. It's just that simple! Come visit one of our 600 Stores Nationwide.

WOW SUPER COUPON

NEW VEHICLE POSITIONING WHEEL DOLLY

**LOT 67287/62234
61917 shown**

SAVE \$55

\$64.99

REG. PRICE \$119.99

61601843

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

3 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL STEP DRILLS

**LOT 91616 shown
69087/60379**

SAVE 55%

\$8.99

REG. PRICE \$19.99

61602248

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

CENTRALPNEUMATIC 40 LB. CAPACITY FLOOR BLAST CABINET

**LOT 62144
68893 shown**

SAVE \$120

\$179.99

REG. PRICE \$299.99

61607006

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

26", 4 DRAWER TOOL CART

US+GENERAL

★ WINNER ★
- Truckin' Magazine

LOT 95659 shown
61634/61952

• 580 lb. Capacity

SAVE \$180

\$99.99

REG. PRICE \$279.99

61616750

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

9 PIECE FULLY POLISHED COMBINATION WRENCH SETS

**SAE LOT 69043
42304 shown**

**METRIC LOT 42305
69044**

SAVE 62%

\$5.99

REG. PRICE \$15.99

61637845

LIMIT 8 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

12" SLIDING COMPOUND DOUBLE-BEVEL MITER SAW WITH LASER GUIDE

**LOT 9684 shown
61776/61969
61970**

SAVE \$165

\$134.99

REG. PRICE \$299.99

61659510

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

SUPER COUPON

12 VOLT, 10/2/50 AMP BATTERY CHARGER/ENGINE STARTER

CENTEC

**LOT 66783/60581/62334
60653 shown**

SAVE 62%

\$29.99

REG. PRICE \$79.99

61661522

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

LOWEST PRICES *EVERYDAY*



**600 Stores
Nationwide**

WOW SUPER COUPON

Customer Rating ★★★★★

RAPID PUMP® 3 TON LOW PROFILE HEAVY DUTY STEEL FLOOR JACK

• Weighs 77 lbs.

LOT 68049/62326
62670/61282
61253 shown

SAVE \$85

\$84.99

~~\$169.99~~ REG. PRICE

61744527

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

FREE

WITH ANY PURCHASE

CENTECH 7 FUNCTION DIGITAL MULTIMETER

LOT 90899 shown
98025/69096

\$14.99 VALUE

61781889

LIMIT 1 - Cannot be used with other discount, coupon or prior purchase. Coupon good at our stores, HarborFreight.com or by calling 800-423-2567. Offer good while supplies last. Shipping & Handling charges may apply if not picked up in-store. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one FREE GIFT coupon per customer per day.

WOW SUPER COUPON

MIG-FLUX WELDING CART

LOT 60790/90305
61316/69340 shown

SAVE 41%

\$34.99

REG. PRICE \$59.99

61673596

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

1 TON CAPACITY FOLDABLE SHOP CRANE

LOT 69445/93840
61858/69512 shown

SAVE \$150

\$99.99

REG. PRICE \$249.99

61714639

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

POWDER-FREE NITRILE GLOVES PACK OF 100

HARDY

MEDIUM LOT 68496/61363
LARGE LOT 68497/61360
X-LARGE LOT 61359/68498 shown

SAVE 45%

• 5 mil. thickness

YOUR CHOICE!

\$6.49

REG. PRICE \$11.99

61742724

LIMIT 7 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

2.5 HP, 21 GALLON, 125 PSI VERTICAL AIR COMPRESSOR

CENTRAL PNEUMATIC

SAVE \$70

LOT 67847 shown
61454/61693/62803

\$149.99

REG. PRICE \$219.99

61752937

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

2500 LB. ELECTRIC WINCH WITH WIRELESS REMOTE CONTROL

NEW

SAVE \$100

LOT 61258 shown
61840/61297/68146

\$49.99

REG. PRICE \$149.99

61659449

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

20 OZ. GRAVITY FEED SPRAY GUN

SAVE 66%

LOT 47016 shown
67181/62300

\$9.99

REG. PRICE \$29.99

61659140

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

MICROFIBER CLEANING CLOTHS PACK OF 4

HFT

SAVE 66%

LOT 68440
69678 shown

\$1.99

REG. PRICE \$5.99

61702221

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

LOW-PROFILE CREEPER

SAVE 60%

LOT 69262
69094/61916

\$19.99

REG. PRICE \$49.99

61716993

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

26", 16 DRAWER ROLLER CABINET

US • GENERAL

LOT 61609
67831 shown

SAVE \$330

\$369.99

REG. PRICE \$649.99

61725928

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

8", 5 SPEED BENCH MOUNT DRILL PRESS

LOT 62520/62390/60238 shown

SAVE \$80

\$49.99

REG. PRICE \$129.99

61742451

LIMIT 3 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

1000 LB. CAPACITY ENGINE STAND

PITTSBURGH

SAVE 37%

LOT 69886
69520 shown

\$49.99

REG. PRICE \$79.99

61669142

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

36" METAL BRAKE WITH STAND

CENTRAL MACHINERY

LOT 62518/69727 shown
91012 shown

SAVE \$90

\$189.99

REG. PRICE \$279.99

61679657

LIMIT 4 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

6.5 HP (212 CC) OHV HORIZONTAL SHAFT GAS ENGINES

PREDATOR ENGINES

LOT 60363
69730/68120

SAVE \$180

\$99.99

REG. PRICE \$279.99

61694022

LIMIT 5 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

WOW SUPER COUPON

1/2" DRIVE 25" BREAKER BAR

PITTSBURGH

SAVE 41%

LOT 60819
67933 shown

\$9.99

REG. PRICE \$16.99

61800105

LIMIT 9 - Good at our stores or HarborFreight.com or by calling 800-423-2567. Cannot be used with other discount or coupon or prior purchases after 30 days from original purchase with original receipt. Offer good while supplies last. Non-transferable. Original coupon must be presented. Valid through 1/18/16. Limit one coupon per customer per day.

• 100% Satisfaction Guaranteed
• Over 25 Million Satisfied Customers

• No Hassle Return Policy
• Lifetime Warranty On All Hand Tools

• 600 Stores Nationwide
• HarborFreight.com 800-423-2567

122

READERS' RIDES

THE RESULTS ARE IN FOR THE FIRST *MOPAR MUSCLE* PHOTO CONTEST SPONSORED BY AUTO METER. AS PROMISED, **HERE'S EVERY MOPAR READERS SENT US.**

BY JOHNNY HUNKINS
PHOTOGRAPHY BY *MOPAR MUSCLE* READERS!

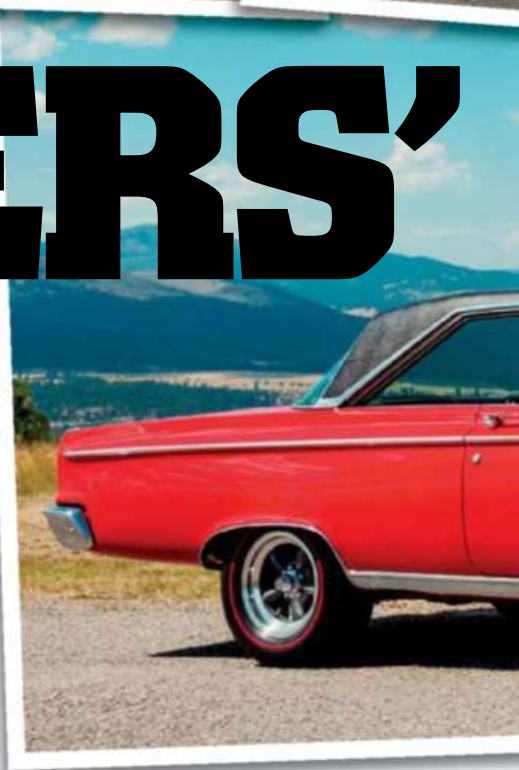
Not every car has what it takes to get a full feature in *Mopar Muscle* magazine. It's not fair, but that's just a pragmatic reality. But what if we threw sanity and practicality out the window and once a year let everybody get in? That's exactly what we're doing this month, as promised on our website way back in February of this year. Technically, that means anybody who took the time to snap some pictures, fill out a short tech form, write a short one-page story, and mail it to our Irvine, California, headquarters got in this month. Except for the time readers spent following the directions

in the contest instructions, the opportunity was free of charge. To up the stakes, we also got Auto Meter's Custom Shop to sponsor our photo contest by donating \$800 worth of custom gauges for the winner with the coolest photos. Missed your chance? Don't worry. We'll be doing it again next year if the earth's crust doesn't split open and swallow *Mopar Muscle* headquarters whole.

THE NUMBERS

The response to the contest was fabulous and gave us some great insight into the readership of *Mopar Muscle*. By category, our 122 entries break down like this:

B-Body: 61 (50 percent), A-Body: 30 (24 percent), E-Body: 16 (13 percent), LX platform: 8 (7 percent), Pre-1962: 3 (2 percent), AMC: 1 (<1 percent), J-Body: 1 (<1 percent), front-wheel drive: 1 (<1 percent), F-Body: 1 (<1 percent), C-Body: 0. And while it's easy to think this is an actual representation of readers, in fact, it's more a measure of readers who are the most engaged in the hobby. Example: We're quite sure that the percentage of readers with C-Bodies is greater than zero, it just wasn't important enough for anybody with a '69 Chrysler Newport to jailbreak the nursing home and take a picture. (Yes, that's us shaming you into action for next year!) Likewise, we're positive that more than 7 percent of you have LX platform cars, but being your daily drivers they apparently aren't that worthy compared to the '69 Road Runner in your garage.





THE PHOTOS

All of the photos here were taken by the car owners—not by professionals. That said, there were some incredible pictures in our inaugural photo contest. Some were so good that with just a few minor tweaks they could've passed for pro. Judging the top photos was a difficult job since the results were so close. In the end we had to split hairs on a few technicalities. Lighting, composition (eye), the use (or non-use) of a polarizing filter, location/background, and time of day all were considered. The type of car, however, was not a criterion. In the end, we selected a photo taken by Tony Lucas (46) of Abbotsford, British Columbia, Canada.

Tony's shot from an elevated vantage point really showed off the sexy lines of his 1970 AMX. A polarizing filter

accentuated his Glen Green metallic paint and reduced unwanted sky and sun reflections in the paint and windshield (a huge check in the plus column). Likewise, shooting at the end of the day with long shadows took advantage of some sweet golden-hour lighting. There were no weird things growing out of or intersecting with his car like sign posts, poles, the horizon, or trees, and he took the time to pose the wheels as instructed. Tony also threw in some equally well-thought-out interior and engine shots to supplement his excellent exterior images. Tony's attention to detail will be rewarded with a package of Auto Meter Gauges from the Custom Shop valued at \$800. Congratulations to Tony, and thanks to everyone who participated in this year's contest! 🏆

AUTO METER CUSTOM SHOP GAUGES



When your Auto Meter Custom Shop gauges show up, they'll come in a custom wood presentation box with a heat-burnished label. Custom colors for faces and needles are hand-painted, all gauges are hand-assembled, and everything is made in the USA.

This year's photo contest winner, Tony Lucas of Abbotsford, British Columbia, Canada, has won a package of Auto Meter custom gauges valued at \$800. Any set of Auto Meter gauges would be a killer prize, but the Auto Meter Custom Shop goes the extra step by hand-building each gauge to the owner's design specs for a one-of-a-kind creation. We can't wait to see what he specs out for his '70 AMX!

Until recently, only the most lavishly equipped machines on the show car circuit had one-off instrumentation. Then Auto Meter came up with a great idea: set up a custom shop for gauges so that anybody could get exactly what they want. The Auto Meter Custom Shop lets customers design their own gauges with unique color faces, ticking, pointers, cover glass, fonts, bezels, and lighting. If it's part of a gauge, the Auto Meter Custom Shop can do it for you.

After logging on to the Auto Meter Custom Shop website, you download the Custom Shop configurator, and start picking out your gauges with all their features. As you build your dream gauge package, the gauges take shape right on the screen. You can try out several different designs, save them for future reference, or compare them. You can even print them out and try them in your car before ordering. And all while you're building your virtual gauges, the cost is updated and displayed with every revision. You'll also be quite surprised how affordable it is—when compared to a standard set of catalog gauges, it's only a few extra bucks. Once you order them, they'll show up at your door in a beautiful handcrafted wood box. They'll look so nice, you won't even want to put them in your car!

SOURCE:
AUTO METER CUSTOM SHOP
866-248-6357
WWW.AMPCUSTOMSHOP.COM



AND THE WINNER IS...



1970 AMC AMX

TONY LUCAS

ABBOTSFORD, BC, CANADA

Ever since Tony Lucas bought his first car—an AMC Spirit—he's wanted one of AMC's famed AMXs. In 2002, he found this example in Halfmoon Bay, British Columbia, (originally a California car) and set out to restore it to its former glory. In the process, Tony did extensive research on the highly optioned 360 car, and even tracked down the original owner to get some significant background on the project, which he took on as a multi-year restoration at home. We'll let Tony tell the rest of the story:

"As a career firefighter, I am fairly mechanically inclined but I had never taken a car apart before so the project stayed dry in my garage until I had done my research and saved some money. Teardown started in July of 2007, accompanied by lots of pictures and late nights with a factory AMC service manual and online forums. The car was completely disassembled in my home garage and then the bare unibody was sent to the media stripper and then to the body shop. 360 Fabrication, one of Canada's top restoration shops handled the body and paintwork. Coated in the factory Glen Green Metallic the arrow-straight panels look spectacular in the sun.

"While the car was at the body shop, the powertrain and components became the focus at home. I had become friends with Glenn, the previous owner who has an extensive knowledge of AMC engines. He helped disassemble the engine and deliver all the parts to the machine shop. When ready, all the components were taken to his house to be assembled. Glenn showed me step by step how to build the engine and why things are done a certain way. The engine is a very basic build of the original 360 V-8, consisting of the original cast-iron heads, crank and rods, cast pistons,

Edelbrock Performer intake, COMP Cams 268H cam and lifters, reworked converter, Pertronix ignition, Holley 675 Street Avenger carb, and 1971 free-flow exhaust manifolds exiting through dual 2 1/2-inch pipes with an H-pipe and MagnaFlow mufflers.

"Every piece on the car was completely rebuilt and detailed. Every nut and bolt was restored, cleaned, and detailed in my garage prior to assembly. It was an amazing experience researching parts, tracking down the rare pieces, and trying to put the puzzle back together. After four long years, she was completed and has since been taken to numerous shows. The detail work has been rewarded with numerous First Place awards at local, regional, and national shows along with invites and awards at concourse shows. Not bad for a car that gets driven. In fact, it even goes to the quarter-mile track a few times a year! So far its best is a 14.3 at 96 mph with the 2.87 ratio rear. (Since then I have installed a 3.31 ratio.)

"In 2014, I took the car on an epic AMC adventure: three all-AMC shows on three consecutive weekends covering over 6,700 miles! I left Vancouver, British Columbia, for Kenosha, Wisconsin, (where the AMX was made) for "homecoming." This is a multi-day all-AMC event that includes cruise-ins, drag racing, a swap meet, and the main event with almost 700 AMCs on the show field. My AMX was awarded one of only a few awards handed out all week with a Best of Cruise award. Next I headed south to Charleston, South Carolina, for the AMO Nationals. My AMX won Gold, scoring 193 out of a possible 200 points! Next, I was off to Portland, Oregon, for the Annual Rendezvous AMC Show where my car won First Place honors. I would say that was a pretty successful trip!"

FAST FACTS

ENGINE: AMC 360
CYLINDER HEADS: AMC, cast-iron
INDUCTION: Edelbrock Performer intake, Holley Street Avenger carb
CAMSHAFT: COMP Cams 268H hydraulic
TRANSMISSION: BorgWarner M11B three-speed automatic
REAREND: AMC 20, 3.31 gears
SUSPENSION: stock, restored
BRAKES: factory discs (front) and drums (rear)



The most expensive Mercedes-Benz® ever made. Rarer than a Stradivarius violin.



Not actual size.
Shown is model in Pearl White finish.
Also available in Ruby Red finish.

How to Park \$11.7 Million on Your Desktop

The 500K Special Roadster is one of rarest and most-sought after automobiles ever built.

It's hard to deny that one of the signature models of Mercedes-Benz® is the 500 series. So many striking and elegant bodies would grace the stalwart chassis. The 500K's of the 1930s were beautiful, elegant, and exclusive models often outfitted with voluptuous coachwork and sold to the wealthiest of clientele.

The most ravishing model of this species was the two-seater 500K Special Roadster launched in 1936. It was a limited production cabriolet, in total less than 30 were made, adding to its near-mythical qualities. In its day it went for top dollar—over \$106,000.

Today, these ultra rare masterpieces are going for millions. In 2012, a Special Roadster fetched more than \$11.7 million at auction at the Pebble Beach Concours d'Elegance.

Forgo the bidding wars, nail-biting flatbed transport, and scavenger hunting for parts in Germany. Here's your chance to own the rare and luxurious essence of this remarkable car in terms of its unforgettable styling, inimitably powerful and elegant lines, and showstopping presence.

Our die-cast metal replica captures the sexy curves and sumptuous coachwork of the full-size model in striking detail. Just shy of a foot long, and available in pearl white or ruby red.



Die-cast metal body features doors, hood and trunk that open, steerable wheels that roll, and four wheel suspension.
Available in Ruby Red finish.

You don't need to spend millions to showcase your impeccable taste. Sold! To the discerning reader for \$99!

Your satisfaction is 100% guaranteed.

Test drive the Special Roadster for 30 days. If for any reason you are not completely satisfied, simply return it to us for a full refund of your purchase price. But we're sure that once you park this beauty in your house you'll be sold.

Comes factory sealed in its original packaging in order to retain its status as a highly collectable item.

1936 Mercedes-Benz® 500K Special Roadster

(Pearl White or Ruby Red finish) ~~\$149†~~

Offer Code Price **\$99** + S&P **Save \$50**

1-888-201-7081

Your Insider Offer Code: MBD193-01

You must use this insider offer code to get our special price.

† Special price only for customers using the offer code versus the price on Stauer.com without your offer code.

Stauer®

14101 Southcross Drive W.,
Dept. MBD193-01
Burnsville, Minnesota 55337
www.stauer.com



High-quality 1:18 scale die-cast replica • intricate moving features • Detailed chassis with separate exhaust systems • Includes display stand

Smart Luxuries—Surprising Prices™

THE RUNNERS-UP



1972 DODGE DART SWINGER BRAD PFEFFER, PEORIA, AZ

Ever since Brad Pfeffer was 14, he wanted a fast and light A-Body driver like his neighbor's down the street. The impressionable teen finally got his wish three decades later when he answered an ad in the local paper for the '72 Dodge Dart you see here. It was far from its finished form, and, in fact, it took Pfeffer five years to complete the transformation in his garage. The big-block swap was a "must-have" for Pfeffer, requiring lots of fabrication and some swap help from the experts at Schumacher Creative Services. Pfeffer also performed all his own rust repair, mini-tubs, firewall work, and a complete body and paintjob at home, with some advice from his neighbor, a pro body and paint guy. The finished product is exactly what Pfeffer wanted: a fast, indestructible, stunning, weekend warrior that he built at home with his own hands.

FAST FACTS

ENGINE: Chrysler 440 Wedge
CYLINDER HEADS: production cast-iron "452" castings
INDUCTION: Edelbrock Performer intake, Holley 750 carb
CAMSHAFT: Mopar Performance hydraulic, 284 degrees duration, .484-inch lift
TRANSMISSION: 727 TorqueFlite three-speed automatic
REAR END: 8.75-inch, 3.71 gears with Auburn diff
SUSPENSION: stock, 2-inch lowering blocks
BRAKES: 5x4.5-inch conversion with discs up front, drums in rear



1973 PLYMOUTH DUSTER SCOTT BODEN, GOESSEL, KS

Nobody knows the long, hard road to project completion better than Scott Boden. His '73 Duster was a wrecked hand-me-down from his brother Shane that he bought for \$500. That was in 2001. Before he could make his dream car, however, he had to first make his family. Five children and a career as a science teacher later, Scott finally began digging in to the derelict sitting in the family barn. The learning curve Scott rode was extra steep because not only did he tackle all his own body, fabrication, and paintwork, he also handled the mechanical and electrical details of swapping a Gen III Hemi and five-speed automatic from a late-model Ram truck. This included fabricating a significantly wider custom trans tunnel to fit the truck's 545RFE. So while we are in awe of Scott's wonderful attention to photographic detail, we are even more blown away by his car crafting chops!

FAST FACTS

ENGINE: 5.7L Gen III Hemi
CYLINDER HEADS: stock Gen III Hemi
INDUCTION: stock Gen III Hemi
CAMSHAFT: stock Gen III Hemi
TRANSMISSION: 545RFE five-speed automatic
REAR END: 8.75-inch rear with 3.23 gears
SUSPENSION: Just Suspension, Mancini, and Hellwig upgrades
BRAKES: stock discs (front), stock drums (rear)



PG CLASSIC

Restoration Parts

We Specialize Reproduction Muscle Car Restoration Parts



We reproduce a wide range of new High Quality, like original Mopar and AMC muscle car parts. We use our own tooling and injection moulds. Reasonable price for retail and large quantity pricing.



Toll Free: 1-888-473-5855

www.PGCLASSIC.com



THE RUNNERS-UP



1965 DODGE CORONET 500 PAMELA PARRISH, MISSOULA, MT

In the dictionary under the definition of "dedicated wife" is a picture of Pamela Parrish, who lavished a ton of time photographing her husband's 1965 Dodge Coronet 500. The car is a nearly identical re-creation of a car her husband Chad bought new on October 26, 1965, which was a rare 1-of-729 426 Wedge four-speed Coronets that year. The original 426 Street Wedge four-speed car is long gone, now an SS/JA drag car owned by racer John Winslow. Winslow did, however, offer up a few pieces from the original to help Chad and Pamela convert their candidate 361ci/automatic donor car to something like the original incarnation. ("Every time he grabs the Hurst shifter, he remembers that it's the exact same knob he grabbed 50 years ago," writes Pamela.) This Montana-based Mopar gets a lot of wheel time while getting driven to events all over the West Coast, a task made far more bearable with a non-original aftermarket air conditioning system.

FAST FACTS

ENGINE: 440 Wedge (451 ci)
COMPRESSION RATIO: 10:1
CYLINDER HEADS: 906 castings
INDUCTION: stock intake with 750-cfm carb
CAMSHAFT: 220/230 duration hydraulic
TRANSMISSION: A833 four-speed manual
REarend: 8.75-inch with 2.76 gears
SUSPENSION: stock
BRAKES: stock drums



1969 DODGE CHARGER CHRIS GARD, BARTLESVILLE, OK

Chris Gard's '69 Charger has been in the family since before he even had a family. As a student at Oklahoma State University back in 1986, Chris began looking for a cool car in the local Sunday classifieds (remember those?!) and came across this Charger for sale. His initial offer to buy the car was declined, but two weeks later he got a call from the seller saying "game on!" The fun came to a halt when Chris pushed the car a little too hard on the street and damaged the engine. It was downhill from there, but when Chris got married, his wife, Cathy, never forgot that the classic B-Body was resting quietly in the garage. Even while raising a family, Chris' woman would remind him not to sell the car for any short-term gain, but to keep it for the day he could enjoy it again. That day finally came in 2012 when Cathy insisted they get the Charger professionally restored. They unanimously agreed that Scotlea Hot Rods was the right place to go and pulled the trigger on the rehabilitation you see here!

FAST FACTS

ENGINE: 383 low-deck Wedge
CYLINDER HEADS: 440 Source Stealth aluminum
INDUCTION: Weiland intake with FAST EFI
CAMSHAFT: stock
TRANSMISSION: TorqueFlite three-speed automatic
REarend: 8.75-inch with 3.55 gears
SUSPENSION: stock
BRAKES: Right Stuff disc conversion (front and rear)



IT'S TIME FOR YOU TO START DRIVING YOUR MOPAR UNDER THE INFLUENCE OF THE BEST IGNITION AVAILABLE!

SB & BB D.U.I. DISTRIBUTORS

Our new Chrysler D.U.I. (Davis Unified Ignition) is a single drop-in unit. The high-voltage coil is inside the cap and the module is inside the distributor. Just run one 12-volt wire to the distributor and you're ready to run! There is also an optional tach hook-up. The D.U.I. eliminates ALL the messy wiring found on stock ignition systems. This really cleans up your engine compartment.



HEMI D.U.I. DISTRIBUTORS

Drop one of our powerful D.U.I. Distributors in your Hemi, and you'll feel the difference - not just ignite a spark! The machine calibrated advance curve meets the Hemi's unique timing requirements. Both an upper and lower bushing are utilized, preventing spark scatter while improving longevity. Available for the 331-354-392-426



TRI-POWER IGNITION SYSTEM

The Tri-Power System is a great stock appearing ignition for applications where the D.U.I. will not fit. This is an excellent choice for BB Dodge engines where there is not enough valve cover clearance, and for SB "A" bodies where there is not enough firewall clearance. Our Dyna-Module and Inferno Coil work in tandem producing a more intense spark.



HEMI SOS COP FIREPOWER

Late model Dodge and Chrysler Hemi owners can now improve performance by installing our new S.O.S.-Sultans of Spark ignition coils! SOS Coils increase spark output up to 40,000 volts - A 50% increase in energy over the lackluster stock coils. The longer duration spark allows you to run a .065" plug gap providing you with greater throttle response, quicker starting, and a smoother idle. No gimmicks are used such as "zero resistance" or tricked out "rings," just pure hardcore ignition. Available for both single and dual tower systems.



Send \$4.00 for complete Catalog and Prices.

2699 Barris Drive - Dept. MPRM

Memphis, TN 38132

Phone: 901-396-5782

Fax: 901-396-5783

www.PerformanceDistributors.com/dodgedistributors.htm

ALL THE REST



1973 DODGE CHARGER SE
JARED REESE
GOODSPRINGS, NV



1969 PLYMOUTH GTX
REED TAROLLI, SYRACUSE, NY



1969 DODGE CORONET
BARRY SNOW, NAUVOO, AL



1970 PLYMOUTH BARRACUDA
NORMA JOHNSTON
LA HABRA, CA



1963 PLYMOUTH SPORT FURY
PETE WILLIAMS, CANTON, OH



1969 DODGE CHARGER
KEVIN S. MILLER, TUCSON, AZ



1969 PLYMOUTH GTX
JO GARDNER, VERNAL, UT



1966 DODGE CORONET 500
ALEXIS PIANTIERI
NORTHRIDGE, CA



1974 DODGE CHALLENGER
EUGENE HEIL, MARATHON, WI



1970 DODGE CHALLENGER R/T
SAL MORAN, WOODBURY, MN



1966 DODGE CHARGER
ERIC KROSNIKI
ST. CLAIR SHORES, MI



1966 PLYMOUTH SATELLITE
STEVEN TOLODAY, CORONA, CA



1967 PLYMOUTH BARRACUDA
JASON HOWE, PETERSBURG, IN



1970 PLYMOUTH SUPERBIRD
TODD JACOBSEN, BOLIVAR, OH



1972 PLYMOUTH DUSTER
BRIAN HAUCK, TRENTON, NJ



1964 PLYMOUTH VALIANT
CHARLOTTE PALMER
HERON, MT

Not all reproductions come from the same factory...

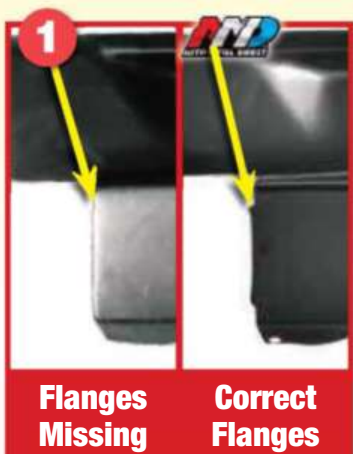
Hundreds of officially licensed Plymouth/Dodge parts available. Made of heavy gauge steel, like original, on new AMD tooling.

Check out our website, or call us toll free!

The Details Make



Parts Better!!



(866) 684-5942 www.AutoMetalDirect.com



1962 DODGE POLARA 500
DAVE LOUGHNER
GREENSBURG, PA



1971 PLYMOUTH ROAD RUNNER
BRUCE A. DRANE, STOCKTON, IL



1933 DODGE SPORT COUPE
JOHN WOODS, PHILOMATH, OR



2004 DODGE SRT4
TERRY FROST, GALLATIN, TN



1974 PLYMOUTH DUSTER
STEVE DARTT
WILLIAMSBURG, VA



1969 440 DODGE CORONET
GARY LAZETTE, ROSE CITY, MI



1970 PLYMOUTH ROAD RUNNER
JAMES HARWOOD
WEST HAVEN, CT



1970 PLYMOUTH DUSTER
BARRY N. GILMAN
BRIDGTON, ME



1968 PLYMOUTH ROAD RUNNER
DALE E. BURNETT, LEBANON, OH



1970 DODGE CHALLENGER T/A
MARK ZELIADT, NORWALK, IA



2009 DODGE CHALLENGER R/T
MARK D. POLACEK, PEOTONE, IL



1967 DODGE CHARGER
HENRY ENGELHART, NOKOMIS, IL

FAMILY TWOFER!



1972 DODGE CHARGER RALLYE
DENNIS FLINCHUM
STATESVILLE, NC



1973 PLYMOUTH 'CUDA
KELLY HARRIS
STATESVILLE, NC



1968 DODGE CHARGER
MARK CARLBERG
EVERSON, WA



1978 PLYMOUTH FURY
JOSEPH HINDMAN
MOSINEE, WI

Special 100th Anniversary Edition 1:18-Scale Die Cast!

1969 DODGE CHARGER R/T

Drive home one of the hottest muscle cars in history!

Measures
10½" long!



Engineering Innovation for Over a Century!

It's been over 100 years since Dodge debuted its very first automobile, and today this brand continues to be celebrated as a premier driving force in the world of high-performance cars!

Honor a century of Dodge ingenuity with the "1:18 1969 Dodge Charger R/T," a superior die cast of this famous muscle car engineered by Chrysler. Built with heavy-duty suspension and powered by a 440-cubic inch Magnum V-8 engine rated at a whopping 375 horsepower, the iconic Charger R/T was pure muscle — and cruised straight into the hearts of muscle-car aficionados everywhere!

Crafted to 1:18 collector scale with details that mirror its namesake that swept the fastback craze, this sporty ride boasts a sleek "vinyl" top ... fully functioning doors, hood and trunk ... detailed engine, interior and chassis ... replica Magnum 500 road wheels with redline tires ... and more!

Satisfaction 100% Guaranteed. Order Today!

Acquire this anniversary die-cast tribute for just four easy installments of \$32.49*; with only the first payment due prior to shipment. We assure your satisfaction. Reply today!



The doors on this 1969 Dodge Charger R/T open to reveal a fully articulated black interior, complete with "wood" working steering wheel, bucket seats and detailed dash instrumentation!



Peek under the hood to find the legendary 440 Magnum V-8 engine compartment. Completely plumbed and detailed with spark plug wires!

**Die-cast body and chassis;
opening hood, doors & trunk**

**High-gloss HEMI® Orange paint treatment
with signature Bumble Bee stripe**

Headlights open and close

HamiltonCollection.com



09-05870-001-BI

Product subject to change

Manufactured and distributed by Round 2 LLC under license with Chrysler Group LLC. Presented by The Hamilton Collection. A fine adult collectible. Not intended for children.

MAIL TO:



9204 Center For The Arts Drive, Niles, Illinois 60714-1300

PRESENTED BY:

SEND NO MONEY NOW!

☐ **YES!** Please reserve "1:18 1969 Dodge Charger R/T" for me as described in this announcement.

Allow 6 to 8 weeks after initial payment for shipment.

All orders are subject to product availability and credit approval.

*Add a total of \$20.00 for shipping and service. Deliveries to FL and IL will be billed appropriate sales tax.

Name _____ (Please print clearly.)

Address _____

City _____ State _____ Zip _____

Signature _____

09-05870-001-E00501



1980 DODGE MIRADA COUPE
KEVIN BOLLINGER, LEBANON, PA



1968 DODGE CHARGER
SANDOR ROBERTS, ALTO, TX



1968 DODGE CHARGER
CHRIS NUESSELL
STATEN ISLAND, NY



1973 PLYMOUTH 'CUDA
BARRY BATES
MARTINSBURG, WV



1972 PLYMOUTH ROAD RUNNER
JOHN APBLETT
BEAVERBROOK, NB, CANADA



1971 DODGE DEMON
JOE MOSES, GRAND PRAIRIE, TX



1970 PLYMOUTH BARRACUDA
RALPH LOPEZ, OCALA, FL

FAMILY TWOFER!



1971 DODGE CHALLENGER
PEG ERGER
INDEPENDENCE, IA



1970 PLYMOUTH 'CUDA
GARRY ERGER
INDEPENDENCE, IA



1966 PLYMOUTH BELVEDERE II
JOHN STAYT
SCHNECKSVILLE, PA



1968 DODGE CORONET R/T
TERRY REAMS
PARKERSBURG, IA



1974 PLYMOUTH DUSTER
MATTHEW SCHULTZ
ST. CHARLES, MI



1969 PLYMOUTH ROAD RUNNER
MIKE SCHMITZ
SHEBOYGAN FALLS, WI



1968 PLYMOUTH BARRACUDA
BOB COMSTOCK
EL DORADO HILLS, CA

FAMILY TWOFER!



1974 PLYMOUTH SATELLITE
SEBRING PLUS
JOSEPH CASSIERE
MONROE, LA



1973 PLYMOUTH SATELLITE
SEBRING PLUS
JOSEPH CASSIERE
MONROE, LA

High Performance
Balanced, Blueprinted
and Dyno Tested
"Complete"
Pump Gas Engines!!

318/300 Hp - L#	\$3896
318/325 Hp - C	\$3896
360/350 Hp - L#	\$3996
360/375 Hp - C	\$3996
360/400 Hp - C	\$4996 ✓
383/375 Hp - L#	\$4996
383/400 Hp - C	\$4996
383/425 Hp - C	\$5996 ✓
408/408 Hp - L#	\$5996 ✓
408/450 Hp - C	\$5996 ✓
408/500 Hp - R	\$6496 ✓
440/415 Hp - L#	\$6296 ✓
440/440 Hp - C	\$5296
440/475 Hp - C	\$5996 ✓
440/500 Hp - R	\$6296 ✓
522/500 Hp - L#	\$6996 ✓
522/525 Hp - C	\$6996 ✓
522/550 Hp - R	\$7296 ✓

CME CRATE ENGINES

Pump Gas CRATE Engines
from Turnkey to Short
Blocks. Picture shown
with additional options.

Factory Direct Pricing!

All Prices Subject
to Change!



Ford, GM and
Others Available!

Call:
1-888-575-1995 Toll Free



Performance Upgrade Long Blocks*

318/300 Hp - L	\$2296
318/325 Hp - C	\$2296
360/350 Hp - L	\$2296
360/375 HP - C	\$2296
383/375 Hp - L	\$2496
440/415 Hp - L	\$2496
440/440 Hp - C	\$2496

Replacement OEM Stock Long Blocks*

2.7 Liter V6 98-04	\$2296
3.9 Liter V6 92-03	\$1296
4.7 Liter V8 99-06	\$2396
5.2 Liter V8 67-89	\$1296
5.2 Liter V8 92-03	\$1396
5.9 Liter V8 93-03	\$1496

Marine Long Blocks*

318 V8 75-89 Std	\$1696
318 V8 74-89 Rev	\$1796
318 V8 74-89 Perf	\$2296



L - Lopey Idle C - Choppy Idle ✓ - Aluminum Heads
R - Rough Idle * - Exchange Price # - Daily Driver

CAROLINA MACHINE ENGINES

email us at: sales@cmengines.com

Over 50,000 Performance, Marine & OEM Engines since 1984! • Two Time NHRA Racing World Champions!



Much More Info & Many More Engines Available At:

WWW.CMENGINES.COM

Mopar High Performance 2.3.2014

GROUNDWORK

Schwartz Performance wrote the rules on bolt-in performance chassis for muscle cars.

Our G-Machine chassis provide the strength your Mopar uni-body needs for handling performance with a smooth ride.

- Designed to bolt to the existing uni-body structure with no floor cutting (Removal of front rails and shock towers required)
- Standard equipment includes 6-piston calipers, 13" rotors, racing style sway bars with billet arms, power steering, full floating Maser 9" with Truetrac posi
- Longer shocks (compare our 16.5") provide more travel and a smoother ride
- Triangulated four-bar rear suspension with Teflon-lined spherical rod ends for quiet, bind-free operation



G-MACHINE CHASSIS FOR:

'68-'70 B-Bodies

Road Runner, Coronet, Charger, etc

'70-'74 E-Bodies

Barracuda, Challenger



Built for the Street

Proven on the Track

See more at
www.RestoModChassis.com
or call 815-206-2230



1971 DODGE DEMON
JOSEPH YOHE, EXPORT, PA



1974 DODGE CHARGER
PETE SRNIK JR.
NEW PORT RICHEY, FL



1970 PLYMOUTH AAR 'CUDA
JEFF OGDEN, TUSCOLA, IL



1966 DODGE CHARGER
BOB MERDAN, ST. JOSEPH, MN



1966 PLYMOUTH BARRACUDA
BILL WITT, BRANDON, FL



1967 PLYMOUTH BARRACUDA
GIL STAILING, PLAINFIELD, CT



2006 DODGE CHARGER R/T
ROBERT SORRELS, CUSHING, OK



1968 DODGE DART GTS
SAM PRAHL, NEW LONDON, WI



1970 DODGE CHALLENGER T/A
MIKE SANCHEZ, AFTON, WY



1970 DODGE SUPER BEE
GREG DISABATINO
SOMERS POINT, NJ



1956 PLYMOUTH SAVOY
BUTCH SAMPLE, LOUISVILLE, KY



1969 PLYMOUTH VALIANT
CLIFF SALINAS, NAMPA, ID

FAMILY TWOFER!



1970 PLYMOUTH ROAD RUNNER
MATT MILEWSKI
CRANFORD, NJ



1970 PLYMOUTH ROAD RUNNER
MATT MILEWSKI
CRANFORD, NJ



1974 PLYMOUTH DUSTER
JEFF BROWN, WHIPPLE, OH



1971 DODGE CHARGER SE
RONALD BROWN, MARIETTA, OH



✓Yes



✓Yes



xNo



✓Yes



✓Yes



✓Yes

- ✓ Reliably Low Prices
 - ✓ Easy To Use Website
 - ✓ Huge Selection
 - ✓ Fast Shipping
- www.rockauto.com



America's

CONVERTIBLE HEADQUARTERS

POWER TOP AND WINDOW PARTS FOR 1946 & NEWER US CARS



MOTOR PUMP
\$229



TOP LATCH
\$149 EACH



HOSE SET
\$100



TOP CYLINDER
\$139 EACH

MOPAR CONVERTIBLE ROOFRAIL WEATHER STRIP SET



1962-65 B BODY.....	\$179
1963-66 A BODY.....	\$159
1967-69 A BODY.....	\$159
1969-70 C BODY.....	\$179
1970-71 E BODY.....	\$179



5530 INDEPENDENCE COURT PUNTA GORDA, FL 33982

800-343-4261

941-639-0437

www.hydroe.com



1969 DODGE CHARGER
JEFF SWIFT, FAIRLEE, VT



**1972 PLYMOUTH SATELLITE
SEBRING PLUS**
GARY O'BRIEN
INDEPENDENCE, IA



1969 DODGE SUPER BEE
DALE ORWICK, ROSEBURG, OR



1970 DODGE SUPER BEE
RANDY ROHDE, LAVERNIA, TX



1970 PLYMOUTH AAR 'CUDA
RALPH LOPEZ, OCALA, FL



1968 DODGE CORONET 440
ERIC GEBERT
LIBERTY TOWNSHIP, OH



2009 DODGE CHARGER R/T
COLIN COUTTS
LETHBRIDGE, AB, CANADA



1973 PLYMOUTH 'CUDA
TERRY PULVERE, WYOCENA, WI



1973 PLYMOUTH BARRACUDA
JERRY GOODMAN
FREDERICKSBURG, VA



1974 DODGE CHARGER
DENNIS GUAY, ROYERSFORD, PA



1968 PLYMOUTH BARRACUDA
BILL ELDER, MARIETTA, GA



1967 PLYMOUTH GTX
DANIEL STURZEN
TOWANDA, PA



1969 PLYMOUTH ROAD RUNNER
STEVEN CAPUTO
MONROE TOWNSHIP, NJ



1970 DODGE DART SWINGER
PAUL HUBERT, LOWELL, MA



1969 PLYMOUTH GTX
DONN MARTIN, AURORA, CO



1969 PLYMOUTH ROAD RUNNER
MARK "WRENCH" DALTON
KENNEWICK, WA

ROSEVILLEMOPARTS.COM

THE BEST DEALS ON RESTORATION PARTS CAN BE FOUND HERE

Interior
And
Exterior

Worldwide
Shipping
Available

Michigan's Largest Mopar Restoration Parts Dealer

Save Up To \$425 On Our E Body Interior Package



Call For A
Complete
Listing On
All Parts
That Are
Included
For Your Car

Sheetmetal And Panels



Quarter Panels
Fenders
Valences



Hoods and Trunks
Door Skins & Shells
Filler Panels

Hardware, Hinges And Scoops

Floor And Trunk Panels



Full Trunk Floors
Half Trunk Floors
Trunk Liners



Full Floor Pans
Half Floor Pans
Shifter Tunnels

Supports, Brackets And Braces

Let One Of Our Sales Engineers Price Out A Money Saving Package With Everything You Need

Grilles Bumpers And Bezels



71 Cuda

Grilles Grille Trim
Headlamp Bezels
Headlamp Ring Sets
Front And Rear Bumpers



Interior Trim And Seat



Instrument Bezels
Interior Chrome
Consoles
Dash Vents
Knob Sets
Seat Belt Kits
Seat Belt Clips
Hardware

Door Panels And Armrests



Dash Pads



We Carry A Full Line
Of Door Panels, Arm
Rest Pads, Trim And
Hardware For A, B, E

855-721-7673 586-859-2613 25800 Gratiot Ave. Roseville MI

5 AND 6-SPEED SYSTEMS FOR EVERYTHING MOPAR...



1968 Plymouth Valiant, TREMEC Magnum 6-speed equipped by American Powertrain

...YES, EVERYTHING

Credit McGaffin Digital Photography

From Charger to Challenger, Dart to D100 and everything in between; if it is a V8 or Slant-6 powered Mopar, American Powertrain has what you need to swap to a modern 5 or 6-speed, install a hydraulic clutch or just replace an old bell housing. That's why we are the largest and most trusted **TREMEC** dealer.

Put us to the test; A, B, C or E-body, Truck or Mopar powered Rod. If you can build it we can help you get your shift together.



www.americanpowertrain.com

931.646.4836



HYDRAULIC CLUTCH SYSTEMS | CLUTCHES | FLYWHEELS | BELL HOUSINGS | CROSS MEMBERS | PROFIT TRANSMISSION KITS | PEDALS | SHIFTERS

GET YOUR SHIFT TOGETHER WITH AMERICAN POWERTRAIN



1969 DODGE DART GTS
KENNETH R. HERPEL
MEBANE, NC



1962 PLYMOUTH SAVOY
ELDON COCKLIN
BURLINGTON, ON, CANADA



1972 PLYMOUTH SATELLITE
SEBRING PLUS
RICHARD PAUL, ANN ARBOR, MI



1967 DODGE CORONET R/T
CLIFF REED, WEST BLOCTON, AL



1972 DODGE CHARGER RALLYE
RYAN BJORKLUND
DETROIT LAKES, MN



1970 DODGE DART SWINGER
LARRY REED, BESSEMER, AL



1974 DODGE CHARGER
BRIAN DERR
INDEPENDENCE, IA



1969 PLYMOUTH ROAD RUNNER
TOM BARBARITO
CAMPBELL, CA



1972 DODGE CHALLENGER RALLYE
BILL GABOR
BOYNTON BEACH, FL



1972 PLYMOUTH DUSTER
SCHAD RICHA
CALGARY, AB, CANADA



1970 PLYMOUTH GTX
MICHAEL REZABEK
LANCASTER, CA



1971 PLYMOUTH DUSTER
CHUCK SMITH
GRAND PRAIRIE, TX



2012 DODGE CHALLENGER R/T
JERAMIAH WESTON
HICKORY, NC

FAMILY TWOFRER!



1974 DODGE DART SPORT
DUANE SPATH, MILWAUKEE, WI



1967 PLYMOUTH BARRACUDA
DUANE SPATH, MILWAUKEE, WI



1966 DODGE CORONET 500
HAROLD PRENTICE
MILLBROOK, ON, CANADA



1968 PLYMOUTH BARRACUDA
LESTER "BUD" LAWLEY
HUEYTOWN, AL



1964 PLYMOUTH BELVEDERE
RON BORDEN, ONTARIO, CA

1-800-488-6057
BUY WITH CONFIDENCE
100% Satisfaction guaranteed!

CERVINIS
 A U T O - D E S I G N S

SAME DAY
FREE SHIPPING
BUY TWO ITEMS SAVE 10%

CHARGER
SHAKER

Available for
392
CHALLENGER



Shaker Hood Stripes Kits

2006-2010 Charger Shaker Hood Kit - Part #8055
 2008-2015 Challenger Shaker Hood Kit - Part #8040

starting at \$1,499.99
 starting at \$1,699.99

Our Shaker Ram Air System is dyno proven to add up to 15 HP!
Shaker Hood Stripes - Part #7247 available in carbon fiber, matte black & silver \$129.99

Cervini's Cold Ram Air Systems
ADD 15 Hp Over Your Factory Air Box!



■ Cold Ram Air System ■ Stock Air Box



Cervini's Ram Air Kit utilizes your factory Challenger hood!



2008-2015 Challenger Ram Air Kit - You will experience increased throttle response and gains in horsepower starting at 40 mph - Part #4385
 2008-2013 Upper Billet Grille - Part #7162
 2008-2010 Lower Billet Grille - Part #7163

\$339.99
 \$149.99
 \$149.99

2008-2015 2.5" Cowl Hood - Part #1193
 2008-2010 Front Spoiler Splitters - Part #7163
 2008-2015 Cowl Hood Stripes - Part #7249
 2008-2010 C440 Matte Black Side Vinyl Stripe Kit - Part #7251

\$594.99
 \$219.99
 available in carbon fiber, matte black & silver \$129.99
 \$159.99



2008-2015 T/A Hood with Painted Matte Black Scoop - Our T/A Hood includes a functional Cold Ram Air Kit which includes a 9" Conical Air Filter. The Ram Air System is dyno proven to add up to 15 HP! Part #8045
 2008-2015 Pedestal Wing - Part #2219
 2008-2015 C440 Wing - Part #2220

CERVINIS.COM 3656 N. Mill Rd., Vineland, NJ 08350 **DON'T FORGET TO SUBSCRIBE TO OUR NEWSLETTER FOR SPECIAL OFFERS!** **Cervini's**



HUG 4670B
 Brand New stock replacement heads fully assembled with bronze valve guides for only ... **\$999.99** a pair

HUG 5504
 Big Gulp Throttle Body. Flows 36% more than stock, over 1,000cfm! Only **\$249.95**



HUG 7720R
 Intake Plenum repair kits. Stops oil usage, pinging, poor mpg and restores engine power. Now available with Fel Pro gaskets. Also available for V6 engines. Kits starting at **\$125.95**

DODGE MAGNUM Truck Headquarters

**WE HAVE THE PARTS
 TO MAKE YOUR TRUCK
 RUN BETTER THAN NEW!**

We also have all the parts to give your truck more torque & horsepower. Check out our website for the FI AirGap Intake, stroker kits, roller rockers and more!

HUGHES
Engines
 High Performance Engines

46 YEARS IN BUSINESS



309/745-9558

**CHECK OUT OUR WEBSITE FOR TECH ARTICLES,
 CUSTOMER PHOTOS, DEALER LOCATOR & MORE!**

SHOP ONLINE 24/7 @ www.HughesEngines.com

Join us on
Facebook





2013 DODGE CHALLENGER R/T
THOMAS ADAMS
BREINIGSVILLE, PA



1969 DODGE SUPER BEE
DEON ELLIS
NEW SMYRNA BEACH, FL



1967 DODGE DART
BRIAN METZ, FERDINAND, IN



1972 DODGE CHALLENGER
LAMOINE DOHMS
EAU CLAIRE, WI



1968 PLYMOUTH VALIANT
JEAN-PAUL BROUILLETTE
AUBURN, MA



2008 DODGE CHALLENGER SRT8
JOE SEOANE, SLIDELL, LA



1970 DODGE CORONET 440
JAMES HANEMAAYER
KITCHENER, ON, CANADA



2014 DODGE SRT8 CORE
DAVE HALEY, AURORA, CO



1963 PLYMOUTH FURY WAGON
KATHY WILLIAMS, CANTON, OH



1978 PLYMOUTH ROAD RUNNER
BOB SCHMIT, APPLETON, WI



1968 PLYMOUTH VALIANT
STEVE ROBERSON
LITCHFIELD, CA



1968 PLYMOUTH VALIANT
STEVE ROBERSON
LITCHFIELD, CA



1970 DODGE DART SWINGER
RON PIENIG
SPRUCE GROVE AB, CANADA

FAMILY TWOFER!



1966 DODGE CHARGER
FRANKLIN JONES, MIAMI, FL



1967 PLYMOUTH BELVEDERE II
FRANKLIN JONES, MIAMI, FL



2013 DODGE CHALLENGER R/T
JIM ERICKSON, LAS CRUCES, NM



1937 DODGE D-5 COUPE
HENRY MCCURDY
MILLINGTON, TN



1965 PLYMOUTH BELVEDERE
PAUL KINZER, CLARKSVILLE, IN

DRAG STRIP, SHOW FIELD OR ROAD RACE...



STREET-LYNX REAR SUSPENSION SYSTEM

Get rid of your poor-performing leaf springs with RMS' Street-Lynx triangulated 4-bar system. By separating the locating system from the spring, it's possible to drastically improve geometry, traction, and handling while using a lighter spring and shock to provide excellent ride quality and wheel control. No cutting to weld in a single crossbar between the factory frame rails. Coil-overs mounted ahead of the axle eliminate wheel hop normally associated with 4-bar systems, yet allow stock gas tanks to fit. Lower links bolt into stock leaf spring location with the included adjustable front mounts, or links can be used in conjunction with standard inboard relocation kits and mounted under the frame rails for increased tire clearance. Includes Viking Double Adjustable shocks, standard. Axle housing not included. Choose rear axle type you'll be using - 8.75/Ford 9 allows TTI tailpipes, Dana 60 will not allow tailpipes. Shipped with RMS' recommended spring rates and free shock adjusting wrench.

ALTERKTION COIL-OVER SYSTEM

The RMS complete suspension systems do more than save weight and add clearance. They're designed with precise geometry for optimum control, even when you touch down from high wheelstands or hit the brakes from 8-second speeds. Easy to install and work with, the Alterktion system bolts up to factory frame rails. Complete from connection to steering column down to the spindles. Engine mount options include complete mounts to block, all are poly bushed spool-type mounts. Powder coated gloss black and ready to install.



COMPLETE BRAKING SYSTEM UPGRADES, TOO -



SL6-PISTON KIT

Add serious stopping power to your system with a 6-piston big brake kit.

Requires 17" or larger wheels. Choose from slotted GT rotors, or drilled/slotted SRP rotors. Braided stainless steel brake hose included.



REILLY MOTORSPORTS, INC.

CALL 570-443-7440

WHITE HAVEN, PA. 18661



HYDRAULIC POWER BRAKE PACKAGE

Hydraulic power brake assist works by plumbing into power steering lines. No need for engine vacuum. Complete with Hydraulic Unit, Wilwood tandem master cylinder, and all hoses/hardware. Compatible with any brake kit, stock or otherwise.

WWW.REILLYMOTORSPORTS.COM

LIKE US ON FACEBOOK -

FACEBOOK.COM/REILLYMOTORSPORTS



LET US DO THE HARD PART FOR YOU. IN PART OR WHOLE, MAKE US YOUR FIRST CHOICE FOR INTERIOR RESTORATION. SOME OF OUR SERVICES INCLUDE:

- * GAUGE CLUSTER RESTORATIONS
- * TURN-KEY DASH RESTORATIONS
- * PLASTIC CHROME PLATING
- * ASHTRAY & HEATER CONTROL RESTO'S
- * RADIOS REBUILT OR FM CONVERSIONS
- * CONSOLE & STEERING COLUMN RESTO'S
- * COMPLETE IN-SHOP INTERIOR RESTO'S

*WE OFFER THE FINEST INTERIOR COMPONENT RESTORATION SERVICES AVAILABLE ANYWHERE. CHECK US OUT ON THE WEB TODAY!

INSTRUMENT SPECIALTIES/Inc

65 FOLIAGE DRIVE N. KINGSTOWN, RI 02852 TEL. 401-267-0055

WWW.INSTRUMENT-SPECIALTIES.COM

OBJET D'ART

BORN A SLANT-SIX, TRACY GROOMS' 572-CUBE BIG-BLOCK DART IS NOW A TROPHY-WINNING PUMP-GAS STREET MACHINE THAT RUNS 9s.

BY STEVE MAGNANTE ★ PHOTOGRAPHY BY JOHN MACHAQUIERO

Big-block Darts are the bad boys of the Mopar street and strip drag racing scene. No, they don't whiz around corners like Vipers but being as much as 500 pounds lighter than their larger B- and E-Body cousins (and that's

before serious weight slashing is initiated), the presence of a wide, orange 440 wedge between the Dart's fenderwells has been the stuff of straight-line legend for decades. And while the factory got hip to the big-block A-Body game from 1967 to 1969, their scarcity only served to trigger

do-it-yourself creations from coast to coast.

The VIN tag riveted to Tracy Grooms' sanitary green 1969 big-block Dart may not have a cool "H" or "M" punched into its fifth spot, identifying a factory-installed 383 (1,912 built) or 440 (640 built) Magnum big-block powerplant, but with an





aluminum 572-inch wedge sitting between the fenders, he's not worried in the least. The only digits the Arlington, Washington, resident is interested in are 9.42 and 137, as in the amount of time in seconds it takes to cover the standing quarter-mile and the peak mph through the traps.

Oh, there's one other number Tracy's fixated on. That's "92," the octane rating of the premium unleaded sloshing around inside the custom 20-gallon fuel cell inside the trunk. There will be no addictions to expensive race fuel in Grooms' garage. So what if the Dart's VIN tag has a C (225 Slant Six) in the fifth spot? Tracy—like so many hard-core Mopar racers before him—appreciates the performance potential of the big-block Dart, but with only 2,552 factory B and RB big-block Dart installations in 1969, there are not enough

to go around.

This is what's driven engine swappers to build their own ever since day one. Our research indicates that the first big-block/A-Body heart transplant was performed by none other than founding Ramcharger member Dan Mancini in mid 1961. The subject was a new 1961 Plymouth Valiant into which Dan splashed a dyno room fresh 361 four-barrel (a brother to the 383 low-deck but with 0.125 smaller bores). Backed by a cast-iron 1957 Plymouth TorqueFlite (the new-for-'62 aluminum-case 727 wasn't available yet) and 1957 Plymouth Fury 8 3/4 rear axle, Mancini's street-driven Valiant preceded the 413 Max Wedge-powered Dragmaster "Golden Lancer" 1962 NHRA A/FX Lancer by several months.

A decade later, the big-block A-Body legacy got a shot in the arm when Chrysler drag racer and staff engineer Dave Koffel crammed a 440 Six Pack into a 1970 318 Duster for the "Detroit road races" happening on Woodward Avenue. What magnified Koffel's efforts was the resulting three-page photo essay showing the intricate how-to details that ran in the April 1971 issue of *Car Craft* magazine. Then-CC staffer and present *Elapsed Times* magazine Editor Ro McGonegal shared



Koffel's specific recipe and you can bet the resulting magazine coverage spurred multiple copycat efforts in reader land.

And so, ever since those first pistol shots were fired nearly a half a century ago, thousands of lowly Slant-Six Darts have been rejuvenated with big-block power for the kind of power-to-weight ratios owners of B- and E-Bodies have to spend more to get. Better still, big-block swappers of the last decade or so have access to more

"...with only 2,552 factory B and RB big-block Dart installations in 1969, there are not enough to go around."



Since the all-aluminum wedge shed an ample amount of nose weight, Tracy retained the stock chrome front and rear bumpers for style points. Dodge produced almost 198,000 Darts in 1969 (all body styles combined), a 15 percent bump over 1968.

“...ever since those first pistol shots were fired nearly a half a century ago, thousands of lowly Slant-Six Darts have been rejuvenated with big-block power...”



Like many non-factory big-block Dart swaps, a flat motor plate sandwiched between the block and water pump simplifies engine location. Note the custom inner fenders and firewall, painted to match the body. The cowl vent and windshield wiper posts have been smoothed on this sunny-day-only streetster.

cubic inches than ever before, thanks to the ready availability of high-quality blocks and rotating assemblies from the aftermarket.

In the case of Tracy Grooms' somewhat stealthy '69 (only the Super Gas-style hood scoop and slicks give it away when parked), no less than 572 ci have nested between the fenderwells. Think about it, that's 189 cubes more than a 383, and

132 cubes more than a 440. But thanks to the aluminum block, heads, and intake manifold, the nose weight is comparable to a stock 318. An avowed fan of all Detroit muscle, the 55-year-old trucker had to set his automotive hobby aside for a while to raise children—Taylor, Haley, Brady, and Jesse. But now that they're out of the nest, so to speak, memories of his '67 Chevelle and '69 Road Runner came flooding back.

Having done right by his family for many years, the decision was made to score another muscle machine for old-time sake. As with his Bow Tie and Road Runner, fun was the watchword. The whole matching-numbers circus doesn't appeal to the practical Washingtonian so when he spied a 400 big-block powered '69 Dart in the classifieds, he jumped on it. Then coated in gray primer, the low-deck 400 big-block inhaled through a pair of Holley quads bolted to a tunnel ram—a classic big-block Dart street fighter configuration.

But despite mid 11-second timeslips, a chance matchup against an 18-year-old racer named Joey at the local dragstrip triggered the transformation we see today. Tracy's badass, tunnel-ram, big-block Dart ... lost. Tracey tells us: "The fact the opponent was so young really messed with my head. I wasn't a really happy person at that point." So a plan was hatched to come up with an unbeatable powerplant while still maintaining street capability.

Ironically, it was during a post-race powwow with the 18-year-old victor that led to Tracy's selection of engine builder Ed Trihey. "I asked the kid who built his engine and Ed's name came up. So I had him do mine too." At 3,010 pounds wet and ready to race, Trihey's insistence on the costly aluminum engine is largely responsible for the Dart's 49/51 static weight distribution. Unlike so many big-block Darts of yore, which suffered from hefty cast-iron engine parts and lost much acceleration to tire spin, Tracy's 1.4-second 60-foot times deviate from tradition—in a good way.

Helping the cause is a total reworking of the stock torsion bar/leaf-spring suspension layout. As good as they were, replacing



The low stance masks the 0/100 (front/rear) dynamic weight distribution on the launch pad. That's another way of saying the car is doing a wheelie. Besides the fiberglass hood, the 3,010-pound Dart is all steel.

Specializing in '51-'58 Chrysler, Dodge and Desoto Hemi's.
For Quality Products and Knowledgeable Advice

HOT HEADS
RESEARCH & RACING, INC.

The Leader in early HEMI parts development. All
Hot Head manufactured parts are made in the USA.

Complete Line
of Rebuild &
Dress Up Parts
In Stock



Bob Walker, owner, serving
HEMI engine fans since 1992

HOT HEADS
RESEARCH & RACING, INC.

Visit our free strickly
swap meet at www.hothemiheads.com HEMI

Phone: (336) 352-4866 • Fax: (336) 352-3892

**CIRCLE
TRACK**

G.A.R.S.
GREAT AMERICAN RACING SERIES

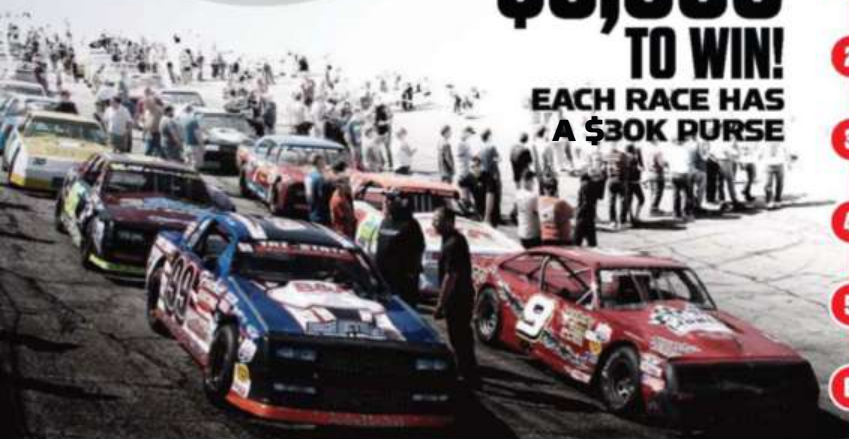
DO YOU HAVE WHAT IT TAKES TO WIN IN
THE RICHEST STREET STOCK SERIES IN THE NATION?

6 RACES - 6 TRACKS

**\$5,000
TO WIN!**

EACH RACE HAS
A \$30K PURSE

- 1 **May 9: Salem Speedway**
Salem, IN (PAVED)
- 2 **June 20: Illiana Motor Speedway**
Schererville, IN (PAVED)
- 3 **July 18: Kentucky Motor Speedway**
Whitesville, KY (PAVED)
- 4 **August 29: Plymouth Speedway**
Plymouth, IN (DIRT)
- 5 **October 3: Memphis Int'l Raceway**
Memphis, TN (DIRT)
- 6 **October 4: Memphis Int'l Raceway**
Memphis, TN (PAVED)



FOR RULES, FULL SCHEDULE, REGISTRATION, AND TICKETS TO
CIRCLE TRACK'S GREAT AMERICAN RACING SERIES VISIT: CTGARS.COM

LEVITE

COMETIC

E3

KLITZ

MAHLE
ORIGINAL

WIX

WIX

WIX

Miller

Miller

G-Force

WIX

WIX

WIX

WIX

OBJET D'ART



A mix of stock and custom interior elements often surprises car show judges and attracts trophies. Tracy says he spent every summer weekend for five years transforming the primed street racer into this triple-threat street, show, and go masterpiece.



The compact A-Body engine bay and wedge's nearly horizontal exhaust port conspire to force use of fenderwell headers on big-block Darts. The tidy fabrication by Randy's Custom Exhaust preserves the ground clearance without rubbing the front tires, a classic big-block Dart hassle.

them with modern coilover spring/shock assemblies at all four corners shed weight and brought a level of suspension tuning one could only dream about back in the '60s. And while your author is a diehard leaf-spring fanatic, I'll admit that a well-sorted four-link system can deliver better launches while eliminating the ugly 40-pound (each!) weight of a typical Super Stock leaf spring.

Living in a fairly rural part of Washington, Tracy says he's free to drive the Dart on the street without attracting much attention. He tells us: "I have been pulled over by the police twice, but each time it was so the curious officers could get a closer look

at the car." With its 20-gallon fuel cell and easily sated thirst for premium pump gas, it gets driven regularly when the weather is good. We thought we misheard Tracy when he said the 572 has already covered 10,000 miles since its completion in 2012 but it's true. He credits the Moroso vacuum pump for extending ring life and the massive custom radiator for engine-saving 180-degree cruising temperatures.

Though very active on the dragstrip—he's got over 50 9-second timeslips—Tracy is a regular on the Seattle-area car show scene as well. At the 2015 Mopars at the Strip event in Las Vegas (aka MATS), the sanitary Dart nabbed a Second Place trophy in the Modified/Competition class against several equally noteworthy machines. But it was at a small hometown car show in Arlington, Washington, where the Dart earned Tracy his most-prized trophy. Was it for Best in Show, Best Engine, or Best Chassis? Nope. Tracy's favorite trophy is engraved "Most Likely to Get a Ticket"! He says, "The car sounds like a freight train coming down the road and that trophy was something I'd been after for a few years and I finally got it." And so here's yet another bare-knuckle A-Body bruiser, upholding the legend of the big-block Dart. 🏆



FAST FACTS

1969 DODGE DART

CAR OWNER: Tracy Grooms • Arlington, WA

ENGINE

TYPE: 572ci Chrysler RB-series big-block

BORE & STROKE: 4.500 x 4.500 inches

COMPRESSION RATIO: 11.5:1

BLOCK: World Products aluminum block, billet steel cross-bolted main caps

ROTATING ASSEMBLY: Bullet 4340 billet steel crank and polished H-beam steel rods, Ross forged pistons

CYLINDER HEADS: fully ported Pro Comp T6-6061 CNC-finished cast aluminum wedge, 72cc chambers, 2.20-/1.81-inch valves, bronze valveguides and hardened valve seats, COMP triple valvesprings, titanium retainers

CAMSHAFT: Bullet solid roller, 0.660-inch lift, 320 degrees duration (advertised)

VALVETRAIN: COMP 1.5 aluminum roller rockers, shaft-mount, 0.26/0.26-inch lash, Pro Comp aluminum valve covers

INDUCTION: single Holley 1250-cfm Pro Dominator, K&N air filter Intake manifold B-1 single-plane aluminum high-rise intake manifold, port matched to heads.

FUEL SYSTEM: Quick Fuel electric pump and filter, No. 10 main line to pressure regulator, No. 8 line to carburetor, 20-gallon aluminum fuel cell

OILING: Melling HV wet-sump, Milodon 9-quart rear-sump pan, Moroso vacuum pump

EXHAUST: 2 1/8-inch custom headers, 3-inch under-car system by Randy's Custom Exhaust

IGNITION: MSD crank trigger, Pro Billet distributor, 7AL with two-step, 8.5mm silicone wires

COOLING: custom brass/copper crossflow radiator by Ken's Radiator, Meziere electric pump, MP aluminum pump housing

OUTPUT: 760 hp at 6,800 rpm

BUILT BY: Ed Trihey, Mukilteo, WA

DRIVETRAIN

TRANSMISSION: 1970 Chrysler 727 TorqueFlite with Cheeta reverse-pattern full-manual valvebody and transbrake built by Dan Wills at TRT Transmission, Be Cool fluid cooler

TORQUE CONVERTER: Coan 10-inch, 4,500-rpm stall

SHIFTER: Turbo Action, gated shift pattern

REarend: narrowed Art Morrison 9-inch with back brace, 3.90 Detroit Locker by Drivelines, NW

CHASSIS

CHASSIS: custom tube frame, roll cage, wheeltubs, smooth firewall and floor pan merged into stock rockers by Ron Pircey's Custom Tin Works (Fife, WA), stock 111-inch wheelbase

FRONT SUSPENSION: Art Morrison coilover

REAR SUSPENSION: Art Morrison four-link with coilover shocks

STEERING: Art Morrison rack-and-pinion, ididit steering column and wheel

BRAKES: Wilwood four-wheel disc brakes, aluminum Mopar brake cylinder

CAR BUILT BY: body modifications, interior and dark green paint by Warrens Restoration (Arlington, WA)

WHEELS & TIRES

WHEELS: 15x6 and 15x10 Weld Racing

TIRES: Hoosier 175/70D15 (front), Hoosier 31-15-16.5 (rear)

**FLORIDA MOPAR
ASSOCIATION, INC.
PRESENTS 28TH ANNUAL**

MOPARS WITH BIG DADDY

NOVEMBER 7 - 8, 2015

8AM TO 4PM RAIN OR SHINE

23 CLASSES SAT., & SUN.

FUN FIELD & AMC/AMO MEET
MOTORHOME PARKING AVAILABLE



**SPECTATORS
FREE**

Parking \$3.00

**Don Garlits Museum
of Drag Racing**

I-75 Exit 341 Ocala, Florida



**LARGEST MOPAR
SHOW/SWAP MEET
IN THE SOUTHEAST**

VENDORS - J.D. (352) 303-9095

SHOW CARS - KEN (352) 341-1165

SHOW INFO - JIM (813) 877-2189

For registration form & latest updates
please visit:

FLORIDAMOPARASSOCIATION.COM

**PERFORMANCE
FIRST FOR
39 YEARS!**



Vintage Air
SureFit
Systems

Award Winning
Gen IV Technology

NEW MOPAR APPLICATIONS!



OEM Style Dash Controls

Proven Gen IV Technology From The Leader In Performance Air Conditioning

Gen IV SureFit Kits Now Available For:

- 1966-67 Coronet/Charger
- 1966-67 Belvedere/Satellite/GTX
- 1968 Coronet/Super Bee/Charger
- 1968 Road Runner/Satellite/GTX
- 1969-70 Coronet/Super Bee/Charger
- 1969-70 Road Runner/Satellite/GTX

Every Vintage Air SureFit kit is thoroughly engineered to fit in a specific model classic car with absolutely minimal modifications to the vehicle. Our instruction manual will walk you through each installation step. And If you should need additional help, we have a full time technical staff ready to help. Call our product information line today to discuss your Mopar project.

SureFit Systems are complete with evaporator kit, new factory-look controls, compressor, all mounting brackets, condenser kit, safety switch, all necessary refrigerant lines and a detailed instruction manual. SureFit systems can be ordered to fit engine swaps in many applications and can be upgraded with Vintage Air ProLine appearance accessories as well.



800.862.6658

Vintage Air Systems Built To ISO 9001:2008 Quality Standards



Complete Catalog Online At:

www.vintageair.com

MEGA HAULER

NEED TO HAUL NINE PEOPLE UP 10,000-FOOT
PEAKS AND HIT 150 MPH ON THE FREEWAY?
THEN THIS IS YOUR CAR.



BY STEPHEN KIM  PHOTOGRAPHY BY JOHN MACHAQUIERO

These days, those who have completely given up on life drive minivans. For those who have completely given up on life but still want to feel cool, there are SUVs. Sure, hauling lots of people and cargo both safely and securely is serious business, but today's tools flat-out suck compared to the tools of decades past. Unlike anything on the road today, David Henriksen's 1972 Dodge Monaco wagon can haul nine passengers up 10,000-foot mountain peaks, traverse unforgiving off-road trails, hit 150 mph on the highway, and cruise 600 miles between fill-ups despite packing 493 ci of

big-block Mopar under the hood. It's been getting the job done for 270,000 miles, too. Unless you can get Scotty to beam you up to your favorite travel destination, this beastly wagon hauls people and cargo better than any device known to man.

Not long after Chrysler invented the minivan segment in the mid-'80s, the public decided that they didn't like wagons anymore. It marked a sad day in automotive history for hot rodders, as the wagon's demise meant that hauling kids and cargo with any semblance of dignity or excitement was merely a distant memory. While hot rodders are often ridiculed for thinking everything from back in the day was better, they have a legitimate argument when it comes to the wagon. Since many were based on their mid and fullsize muscle car counterparts, dad could order up a wagon with a big-block, manual trans, and





The one-off hood scoop is the handiwork of Scott Smith at Harms Auto. After creating a mockup of the scoop, metal workers in Peru fabricated the final product.

a heavy-duty rearend while mom patted him on the back for buying a sensible family car.

Recognizing the virtues of these machines when they were still available to the public, David locked in on the perfect people mover in 1977. "I worked at a Dodge dealership in 1972, and I always liked the looks of the Monaco wagon. With a sticker price of over \$7,500, it was actually the most expensive car that Dodge produced at the time," David recalls. "In 1977, my wife and I needed a family car, so I picked up a '72 Monaco wagon for \$1,300. When people bought wagons back then, they used them for a purpose, so it had already been used very hard over 70,000 miles. It had dings and dents, the woodgrain was bleached out, and there was a bulge in the floorboard I had to jump on to flatten it back out."

Addressing the cosmetics would have to wait for some other day, as fortifying the Monaco for high-elevation duty was the top priority. "It gets so hot here in Phoenix that we used to drive up to the mountains each summer to escape the heat. We loaded up the wagon and dragged a tent trailer behind it five times each summer over the course of 10 years," David recollects. While the big 440 had no problem pulling the kids and cargo through the thin 10,000-foot air, the rough roads eventually took a toll on the chassis. "The unpaved mountain roads were very hard on the car, and created lots of fatigue cracks on the frame, so I was always working on the car. The sway bar mounts ripped a hole in the frame, so I had to reinforce it. The rear shocks kept hitting big rocks, so I raised them up higher and relocate them to behind the rearend housing. To keep the suspension from bottoming out, I added two additional leaves on each rear spring and installed larger-diameter torsion bars up front."

Once the odometer hit 170,000 miles, David swapped in another 440 big-block out of a '72 Chrysler New Yorker, which eventually logged 50,000 miles in the wagon. Since gas stations weren't always easy to find while cruising through the wilderness, David came up with a clever solution. "After



After logging tens of thousands of miles on a 440 pulled out of a New Yorker, David stroked the original numbers-matching 440 to 493 ci and dropped it back in the wagon. The air cleaner inhales fresh air from a functional custom hood scoop, while a huge four-row radiator fights off the desert heat.



Originally a vinyl seat car, the interior was reupholstered in a fabric that mimics the pattern of the original vinyl. Using the sheetmetal off the roof of a '70 Duster, David fabricated a custom box for the CB radio and the Pioneer head unit.



New car manufacturers still brag about rear A/C today, but David says Chrysler installed it on its cars as early as the 1950s. Cool kids are happy kids.



Inline Tube

The Professional Restorers #1 Choice

CNC Preformed
Brake & Fuel Lines

Straight Length
Tube Benders
Flaring Tools
Spring Wrap
Tube Nuts
Fittings
Tubing
& more

Many
Exclusive
New Products!

Fuel Injection
Lines

Brake & Fuel Lines

Premium Stainless
or OEM Tin Steel

Parking Brake Cables

SS Braided or
OEM Rubber

Brake Hoses

Brass Rear
Tee's

Cable Hardware

Clips

Proportioning Valves

Disc Brake Kits

If you expect the
best quality and the best price -
Your classic car deserves a set of Inline tubes
Online Catalog & Ordering @

Inline Tube.com
Brake Plumbing Products

15066 Technology Dr. Shelby Twp, Michigan 48315
Order (800)385-9452 Ph (586)532-1338

Highest Quality / Best Price / Largest Selection

Legendary

AUTO INTERIORS LTD.

1957-79

CHRYSLER - DODGE - PLYMOUTH A,B,C & E-BODY

1968-74

AMERICAN MOTORS JAVELIN, AMX, REBEL HORNET, GREMLIN



FAX: 800-732-8874

PHONE: 800-363-8804

WWW.LEGENDARYAUTOINTERIORS.COM



we set up camp, the kids liked sitting on top of the roof as we cruised around hunting roads the next day. Driving back into town just to get gas was a hassle, so I built an additional 33-gallon fuel tank," David explains. "I had to slightly modify the floorboard, but from inside the car you can't really tell that anything's been changed. The two tanks hold 56 gallons total, so even at 11.5 miles per gallon the range is over 600 miles."

After a decade-plus of service, the Monaco's exterior had seen better days. In 1990, David embarked upon a full restoration. To get the ball rolling, he yanked the drivetrain and stripped the wagon down to the bare frame. Next, he applied a fresh coat of paint, and freshened up the interior by replacing the original vinyl upholstery with cloth. Since the car had been maintained meticulously over the years, the only mechanical work needed at the time was a transmission rebuild. Once back in action, the Monaco shuttled the Henriksens back and forth to the mountains a few more times. Shortly thereafter, the wagon's role transitioned into a long-distance cruiser. "The kids were all grown up, so my wife and I started traveling all over the country going to car shows, sightseeing, and shopping," David says. "This car has taken us to the Mopar Fest in Canada, Disneyland, Yellowstone, Mount Rushmore, Niagara Falls, Oregon, and Maine. It's been to 40 states and logged over 270,000 miles."

Naturally, as the wagon transitioned from an all-terrain beast to a long-distance cruiser, David continued to adapt it for its new environment. For more relaxed freeway cruising, he installed a Gear Vendors overdrive unit onto the TorqueFlite 727 trans. Unlike in the past, when David swapped back and forth between 3.23:1 and 2.76:1 ring-and-pinion sets depending on the wagon's intended use, the Gear Vendors unit allows sticking with 3.73:1 gears inside the Chrysler 8.75-inch rearend in every situation.

Anyone who logs over a quarter of a million miles with a big-block has an obvious fondness for cubic inches, so David took



To prevent the suspension from bottoming out during the wagon's many off-road excursions, David added two extra leaves to each rear spring and swapped out the .980-inch torsion bars for beefier 1.06-inch units. Raising the rear shocks and repositioning them behind the rear axle helped cut down significantly on impacts with big rocks.

on the opportunity to make the wagon's 440 even bigger. After boring the block to 4.350 inches, he fitted it with an Eagle 4.150-inch crank, Carrillo steel rods, and JE 9.24:1 pistons. Ported factory iron cylinder heads inhale through an Edelbrock Performer RPM intake manifold and an Edelbrock 750cfm carb. A Crane 214/222-at-.050 hydraulic roller camshaft actuates the valves, and exhaust exits through a set of TTI headers and dual 3-inch pipes. Although the exact horsepower output is unknown, the big 493 puts out more than enough grunt to smoke BMWs at will. "I was driving down the freeway one day when a guy in a BMW flashed his lights at me. Once he pulled up beside me, I dropped it down a few gears, hit the gas, and pulled a quarter-mile ahead of him by the time I hit 150 mph," David says with a chuckle.

Needless to say, after nearly 40 years and over 200,000 miles together, the intertwined lives of the Henriksens and the Monaco wagon are virtually inseparable. "This car is a pleasure to drive at any speed. The dual A/C system keeps you cool while the seats are like a big sofa with armrests," says David. "The performance is amazing and the acceleration is endless. I will continue to add things to the car as

FAST FACTS

1972 DODGE MONACO WAGON

CAR OWNER: David Henriksen • Phoenix, AZ

ENGINE

TYPE: Chrysler 493ci big-block

BLOCK: factory 440 block bored to 4.350 inches

OILING: Melling oil pump, stock pan

ROTATING ASSEMBLY: Eagle 4.150-inch steel crank, Carrillo rods, JE 9.24:1 pistons

CYLINDER HEADS: ported factory iron castings

CAMSHAFT: Crane 214/222-at-.050 hydraulic roller; .488/.508-inch lift; 112-degree LSA

VALVETRAIN: COMP Cams roller rockers and timing set

INDUCTION: Edelbrock Performer RPM intake manifold and 750cfm carb

IGNITION: stock

EXHAUST: TTI headers and dual 3-inch mufflers

COOLING SYSTEM: custom four-row radiator and 20-inch mechanical fan

DRIVETRAIN

TRANSMISSION: TorqueFlite 727 transmissions with 2,600-stall converter; Gear Vendors overdrive unit

REAR AXLE: Chrysler 8.75-inch rearend with 31-spline axles, 3.73:1 gears, and limited-slip differential

CHASSIS

FRONT SUSPENSION: heavy-duty 1.06-inch torsion bars, shortened strut rods, custom swaybar

REAR SUSPENSION: heavy-duty leaf springs, custom sway bar and air shocks

BRAKES: stock 11-inch discs, front and rear

WHEELS & TIRES

WHEELS: 17x8 American Racing Torq-Thrust II, front and rear

TIRES: 235/65ZR17 Michelin, front and rear

I feel the need for them, and enjoy driving and showing this fine Mopar as we grow old together."

While there are still some wagons running around today—mainly Eurotrash—and even Dodge briefly got back into the game in recent years with the Magnum, consumers still mysteriously clamor for minivans and SUVs. While attempting to understand the public's poor taste in people movers is pointless, the overwhelming scarcity of wagons makes David's Monaco even more unique. Whether the terrain is rugged or smooth, steep or flat, there's simply no better way to haul people and cargo while hauling some serious ass. 📺



EXTENSIVE INVENTORY
 KNOWLEDGEABLE STAFF AND FRIENDLY SERVICE
 SAME DAY SHIPPING ON MOST ORDERS
 FROM THE SMALLEST PART TO COMPLETE
 CONVERSION PACKAGES...
 BREWER'S PERFORMANCE HAS IT ALL !!!

Brewer's
 Performance Inc.

BREWER'S PERFORMANCE
 10510 W. STATE ROUTE 571
 LAURA, OH 45337
 PH: 937-947-4416
 937-698-4259
 9AM-5PM Mon-Fri
 FAX: 937-947-4419 (24 HRS)

4-SPEED TRANSMISSION & COMPONENT SPECIALISTS

 <p>Rebuilt 4-Speeds, Outright 23 Spline \$999.95 - 1,499.95 18 Spline from \$2,095.00 Rebuild Service on Your Transmission, \$395 (plus parts)</p>	<p>NEW!</p>  <p>1970 B-Body Console Pistol Grip Boot \$89.95</p>	 <p>A, B, and E-BODY COMPLETE 4-SPEED CONVERSION PACKAGES FROM \$3,995.00</p>	<p>NEW!</p>  <p>Big Block Bellhousings Only \$299.95!</p>	 <p>Steel Floor Tunnels 1962-5 B-Body \$189.95 1966-70 B-Body \$159.95 1967-76 A-Body \$159.95 1970-4 E, 71-4 B-Body \$159.95 1971-4 B-Body (Bench) \$159.95</p>
 <p>Steel Bellhousing Lower Covers from \$79.95 Small Block Starter Seal \$39.95 Clutch Forks from \$79.95 Clutch Fork Pivot Brackets from \$19.95 Clutch Fork Boots, All Models \$22.95</p>	<p>Pedal Kits from \$249.95 Clutch Pedal Stud Brackets \$19.95 Clutch/Brake Pedal Pads \$19.95 pr Clutch Rod Pedal to Z-Bar \$59.95 Clutch Rod Boot, Most Models \$6.95 Clutch Rod Boot 62-5 B-Body \$19.95</p>	 <p>Transmission Rebuild Kits from \$99.55 Synchronizer Rings, set/4 \$49.95 Gasket & Seal Kits from \$29.95 New Synchronizer Assys from \$149.95</p>		
<p>Reproduction Hurst Pistol Grip Levers 1970-4 E, 71-4 B-Body \$202.97 1971-4 B-Body (Bench) \$219.95 1970 B-Body (Non-Console) \$229.95 1970 B-Body (Console) \$329.95 Replacement Grips \$31.95 Top Bezel \$29.95 Shift Pattern Lens \$16.95</p>	 <p>Shifter Boots from \$49.95 Shifter Boot Bezels from \$29.95</p>	 <p>Torque Shafts (Z-Bars), all models \$89.95 Torque Shaft Service Kits from \$36.95 Frame Ballstud Brackets \$39.95 Clutch Adjusting Rod Kits \$46.95</p>		
 <p>Centerforce & McLeod Clutch Packages from \$319.95</p>	 <p>Linkage Rod Sets from \$124.95 Operating Lever Sets from \$49.95 Rebuilt Shifter Mechanisms, exchange from \$149.95 1970 B / 1970-4 E NEW Shifter Mechanisms \$299.95 Hurst/Inland Conversion Shifter \$299.95 Billet Shifter Mounting Plates / Hardware \$59.95</p>	 <p>A-Body Big Bolt Alloy Axles \$369.95 Non-Adjustable "Green" Axle Bearings \$79.95 pr</p>		

Prices Subject to Change Without Notice

www.brewersperformance.com




VOL TUNE **ON** **OFF** **TONE**

Bluetooth iPod/iPhone SiriusXM READY

REVOLUTIONARY TECHNOLOGY FOR YOUR CLASSIC MOPAR

- SiriusXM® Ready (Requires SiriusXM Connect Tuner)
- Compatible with iPod® and iPhone®
- Bluetooth® for hands-free calling and audio streaming
- Plays MP3 and WMA files via USB input
- Selectable 32,000 color LCD illumination
- AM/FM tuner with 30 presets and RDS
- Selectable USA/EU/Japan tuner frequencies
- Period correct styling with knobs or thumb rollers
- Independently adjustable push button bar
- Custom lenses for a perfect fit for your Mopar

Get yours today at www.retrosound.com.

PHONE: 702.483.2222

retrosound.com | retrobeltusa.com | exlechargers.com

RetroSound

DRIVE!

Driving your performance car should be fun! RAM designs our clutch packages to enhance your experience through smooth engagement, optimized system weight for easy transitions, and light pedal effort. Pull off from an idle - no problem! Want to race? We have plenty of systems to handle it.



RAM clutches

RAMCLUTCHES.COM

803.788.6034

Put the fun back in your drive!



myowncover

upload - design - order



Looking for a personalized gift for almost any occasion?

My Own Cover magazine covers are perfect for birthday gifts, holiday gifts, corporate recognitions, or celebrating a milestone. Each magazine cover is as unique as the person on the cover.

- Upload your own photos
- Design great personalized covers
- Order prints to share or give as gifts

Create your own magazine cover and be a star.

www.myowncover.com



WIDEST SELECTION OF QUALITY DIFFERENTIAL PARTS

TWO BEST BRANDS | OVER 6,000 PART NUMBERS | SAME DAY SHIPPING



RING & PINIONS • FRONT & REAR AXLES • DROPOUTS
INSTALL KITS • CASES & SPIDERS • SPOOLS

CALL TODAY! 1-877-870-7477

RINGPINION.COM | WHOLESALE | DIFFWIZARD.COM

TOP CATWHISKERS



Top Quality Products with Original Fit & Finish
Window felt kits, hood seals, inner fender seals, molded weatherstrips for doors, roofrail, etc.

1962-65 B-body door windlace, 1963-66 A-body door windlace, trunk seals, windshield and rear window gaskets.

Complete kits also available.



Call for our illustrated catalog - 34.00

Phone 814-467-9842

Fax 814-467-5323

www.restorationspecialties.com

info@restorationspecialties.com

148 Minnow Creek Lane, Windber, PA 15963

1964 Plymouth Fury, Sport Fury & Belvedere Dash Pads



Available in Black,
Red or Primer.
Made as original,
not an overlay or
"dash cap."



**MADE in the USA by
AUTO ACCESSORIES OF AMERICA**

Only \$595 each



Wholesale Pricing is available for
Qualified Dealers. **800-458-3475**



American Autowire

COMING SOON!

Mopar A & B Body complete wiring systems!



For more information call American Autowire at

1-800-482-9473

www.americanautowire.com

VISIT US ONLINE

MOPAR MUSCLE

MoparMuscle.com

RJ
CARS INC
SINCE 1989



Restoring & Servicing Your Favorite Classics
Full Service Rotisserie or Partial Restorations

rjcars.com

1-888-324-8325
Arkport, NY

PLYMOUTH
cuda



EMBLEMS
DOOR HANDLES
MARKER LIGHTS
SILL PLATES
DOOR WEDGES
MOLDED CARPET
FLOOR MATS
SUN VISOR BRACKETS



513-934-0815 // WWW.TRIMPARTS.COM

Trim Parts is a member of Restoration Parts Unlimited, Inc.



Passon Performance

"The Leader in
Chrysler Four-Speed
Technology!"

Rebuild Kits
Z-Bars & Pedal Rods
Floor Humps
Shifters, Rods & Levers
Cases & Sidecovers
Gaskets & Seals
Clutches
Bellhousings
Synchro Rings
Gearsets
Input Shafts

570-401-8949

WWW.PASSONPERFORMANCE.COM

MARCH PERFORMANCE PULLEYS & BRACKETS

MOPAR SERPENTINE KITS
Big Block 383, 440/426 HEMI, 5.7 HEMI,
318, 340 & 360 Small Block

Made in the USA

V-Belt & Serpentine Pulleys

Up to \$700 Less Than Our Competitors Similar Kits

Style Track Small Block Alt. A/C & P/S,
Style Track Big Block Alt. & P/S, Chrome

Call Free 1-888-729-9070 www.marchperf.com

PHOENIX GRAPHIX R/T
"Any Decal, Any Car, Any Year!"

World's largest Manufacturer of
Licensed Plymouth/Dodge Restoration Decals.

STRIPE KIT DECALS

800.941.4550

www.PhoenixGraphix.com ESTABLISHED 1985

SATISFACTION GUARANTEED OEM LICENSED MANUFACTURER UNBEATABLE PRICES

HOT ROD NETWORK

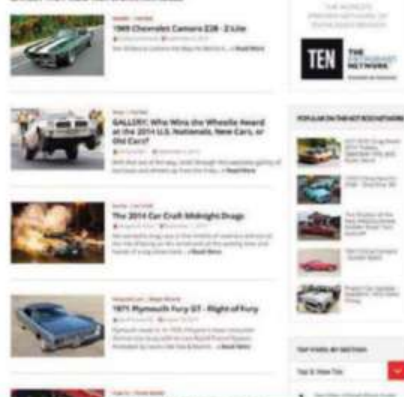
IF IT ISN'T HERE,
IT ISN'T HAPPENING

HOT ROD NETWORK

EDITOR'S PICK



LATEST HOT ROD NETWORK ARTICLES



MORE THAN
36,000
ARTICLES

MORE THAN
100,000
IMAGES

2,500,000
MONTHLY VISITORS

9,700,000
FACEBOOK FOLLOWERS



HOTROD.COM

LAUNCH PARTNER



Quality Exhaust & Headers

Specializing in MoPars only

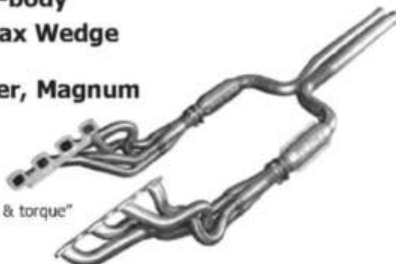


Since 1988

- 63-76 A-body
- 62-74 B-body
- 65-73 C-body
- 70-74 E-body
- 76-80 F-body
- 77-88 M-body
- 62-65 Max Wedge



Reproduction Tips



"Dyno proven horsepower & torque"

- SRT-8 Hemi's: Challenger, Charger, Magnum
- 03-07 Ram Truck 5.7 Hemi
- 95-05 Neon

Tube Technologies, Inc.
TTi Performance Exhaust and Headers
Corona, CA 92880
M-F 8am-4pm PST

951-371-4878

www.TTiExhaust.com

**a simple
MOUSE CLICK
will lead you to**

- **BETTER** FITTING doors...
- **BETTER** FITTING hood...
- **BETTER** FITTING deck lid...
- **BETTER** FITTING convertible top...
- And more! Find out how today!

See the whole story online

www.metrommp.com



toll free: **1-866-521-0310**

Metro Moulded Parts, Inc.
11610 Jay Street, Minneapolis, MN 55448 - USA
toll-free fax: 1-877-399-2562 phone: 763-757-0310



Update Your Dash

- **Get More Information**
- **Replace Dated Panel**
- **Choice of Gauge Styles**
- **Bolt-In Installation**



Note: Many kits include other pieces. See website.

Complete kits, with choice of panel finish and type of gauges, available for these popular Mopar applications:

- 1968-70 Dodge Charger/Coronet
- 1970-74 Dodge Challenger
- 1971-74 Dodge Charger
- 1970-76 Dodge Dart/Demon
- 1968-70 Plymouth Road Runner
- 1970-74 Plymouth Barracuda
- 1970-76 Plymouth Duster/Valiant
- 1971-74 Plymouth Road Runner/Satellite

- Made of heavy-duty UV-resistant ABS composite material
- Choice of black matte, carbon fiber or brushed aluminum finish
- Replaces wood grain and leather facsimile dash panels
- Easy do-it-yourself installation using common tools.
- Detailed illustrated instructions for wiring harness.

**Classic
Dash**
THUNDER ROAD

Connect with the factory toll-free

866-882-3525

www.ClassicDash.com

WIDE TRACK

I have a 1968 Barracuda that was originally a drum brake car equipped with factory 10-inch drum brakes all around. I have stepped up from the original 318 to a stroker 360, now putting out about 475 hp and 500 lb-ft of torque. I beefed the drivetrain with a 727 trans, a new driveshaft, and a 3.55 Sure Grip equipped 8 3/4 rear with Moser axles.

At the time of the rearend work, I went to the wider B- and E-Body-style rear brakes. I did this because parts are more common for this braking system, and I was changing the axleshafts anyway. I ordered the axleshafts with the offset to match the wider rear drums, with the bigger 5-on-4.5-inch bolt pattern. That all worked out pretty good.

At the front, I was looking to change to

the big bolt pattern and thought I got lucky with finding a complete 1975 Dart with the big bolt-pattern discs. I pulled the whole setup off the Dodge, including the upper A-arms, spindles, calipers, brackets, brakes—the whole works. Even though I had the junkyard parts, I got new rotors, calipers, pads, bearings, upper and lower ball joints, and the upper control arm bushings. I had read somewhere that the factory big bolt-pattern discs are wider than both the factory drum brakes and the factory small bolt-pattern discs. This proved to be correct. I got a set of new wheels and tires for the car, Cragar Eliminators in 15x7 for the front and 15x8 for the rear. I found the rears fit perfectly, but at the front I ran into a problem. The wheels put the 225/60R15 tires right into the front fenders.

From trying different tires and wheels I had laying around, it looks like I need to use a wheel with much less dish, almost like a modern car with a lot of backspacing. The other choice was to run skinny tires in front, but I want to have some rubber on the road. I like the vintage look of a mag with some depth to the design, and that is why I selected these wheels to begin with. What is the work-around here?

MATT SPENCER

Matt, the only real work-around you have is to sell the braking and suspension components you built for the front and go a different direction. The late-model A-Body big bolt-pattern disc arrangement was basically an adaptation of B- and E-Body parts. This included the spindles and ball joints, which were just physically bigger than the earlier A-Body small bolt-pattern parts. The overall effect was to widen the front track by about an inch and a half. That was no problem with narrow factory 14-inch wheels and narrow tires, but it will be an issue when putting larger tires and mags in the front. You can get your disc brakes and big bolt pattern without the dramatic increase in track width by going with an aftermarket brake kit using the original drum brake spindles and ball joints. Wilwood's Dynalite 11-inch brake package will accomplish this.

RACE DP TEAM
THE LEADER IN PERFORMANCE COOLING

DERALE
PERFORMANCE

1955 **60** Years 2015

THE LEADER IN PERFORMANCE COOLING
REMOTE FLUID COOLERS
HYPER-COOL EXTREME

800 CFM E/FAN

40 ROW COOLER

26 OUNCE CAPACITY

REDUCE TEMPERATURES, INCREASE EFFICIENCY

FIND THE RIGHT COOLER FOR YOUR NEXT PROJECT AT DERALE.COM • 800.421.6288

Inlet	Part No.
-6 AN	13870
-8 AN	15870
-10 AN	15875
-12 AN	15876

PISTONS AND RINGS

I have a 440 that is due for a rebuild. The engine lives in my 1979 Aspen. My dad did this swap many years ago, and it is one radical ride. The motor was pretty tired when I got it and needs to be gone through. I have a machine shop that I work with and my dad was advising me to get the number 2355 Six-Pack pistons. He says these are the good 10.5:1 compression forged pistons. He has been building and working on Mopars since the 1970s.

My machine shop is telling me to use another piston that has 1.5mm metric rings. I was not sure about that and asked my dad about it, and he doesn't like anything metric. He said those thin rings won't work in a Chrysler, and that the 440 needs a heavier ring to not burn oil. He said the compression will blow right past those rings unless I rebuild the engine every year and use it for drag racing only. I want to run my car on the street, since that was what it was built for. The problem is what do I tell my machinist, or do I take the engine somewhere else?

CORY OWENS

Cory, I'll have to side with the machinist on this one. While the pistons recommended by your father were the hot setup 30 years ago, technology has moved on. Those pistons were a forged replacement for the factory cast-aluminum Six-Pack pistons, and they used an OEM 5/64-, 5/64-, 3/16-inch ring package. While this arrangement worked, the pistons were relatively heavy and the rings had very high tension, resulting in high friction and power-robbing drag. This increases the heat load on the engine, and it also increases wear and costs power. Better materials and improved machining and manufacturing precision have made today's narrower rings a practicality for any engine. By taking advantage of the newer technology, your 440 will be better.

BRAKES PULL

I just bought a 1970 Challenger as my first muscle car. The car is not restored, but it has been built as a dependable driver. It has a 383 engine that was rebuilt to stock, headers, dual exhaust, an automatic transmission with floor shift, and an 8 3/4 factory rear. The

make some serious POWER

440 SOURCE



Big Block Aluminum Cylinder Heads

Capable of easy 550 horsepower out of box

\$999

Per pair
Fully assembled

(when used with our 500+ inch stroker kits) these have the potential to make 650-700+ Horsepower with port work. Also available fully CNC ported. Call us or check our web site for details.



Stroker Kits

B & RB Stroker Kits, up to 543CI. All forged parts rated 1000+ Horsepower complete with Clevite bearings & Total Seal Rings.

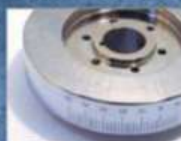
\$2249

Fully balanced
Ready to go

on all orders over \$99
To the lower 48 states

FREE SHIPPING!

440 SOURCE



SFI Fluid Damper

\$144.95



Main Stud Girdles

\$339.95



Billet Flywheels

\$179.95



Aluminum Rocker Roller Sets

\$239.95



Alum. Water Pump & Housing Combo

\$98.95



Lightweight High Torque Mini Starter

\$119.95



www.440source.com > 775.883.2590 > Carson City, NV

Phone Hours > Mon - Fri 9a - 5p Pacific Timezone > Order Online 24/7

All prices subject to change without notice. Check our website for current pricing.
Availability limited to stock on hand. All orders subject to the terms and conditions listed on our web store.



car has disc brakes in the front, and it has drums in back. The problem I am having is the car wants to run into the ditch when I hit the brakes hard. It pulls to the right, and I have to steer left to keep it on the road.

I thought the brakes were shot, so I put on new calipers, rotors, and pads. It still did the same thing when that was done. I figured something might be clogged up in the piping, so I got a brake line and hose kit and replaced all of the lines and the master cylinder. Still, the car pulls. My buddy tells me the car might have a bent frame. Any ideas on where to go next? I really like my Challenger, but with this brake problem the car just isn't safe to take on the road.

BRIAN MONROE

Brian, since you have pretty much changed everything in the braking system, I would suspect that the problem is somewhere else. What is most likely happening is that the front, or even the rear, suspension is shifting when you apply the brakes. The braking forces are transferred through the suspension when the brakes are applied, and under hard braking, the suspension or some of its components can deflect, causing the car to want to change direction.

The strut rods and strut rod bushings are the most likely components to come into play here, as these parts locate the lower control arm, and transfer most of the braking force at the front suspension. If the strut rods are bent or the bushings here are wiped, the sudden alignment change under braking force can certainly make the car a handful. Other worn suspension and/or steering parts can have a similar effect, as can the rear suspension bushings. The best course of action here is to thoroughly inspect all of the wear components in the suspension and replace what's worn out. If the entire suspension looks like it hasn't been serviced in years, your best bet is to start fresh with a full rebuild, front and rear.

IS IT FAKE?

I want your opinion on a car that I bought as a project several years ago. I wanted a Mopar project when I saw that Mopars were getting hot on the market. I am more of a Chevy guy, but I did my homework on Mopars before

stepping in to buy this particular car. I knew of a guy in another county who had quite a few old Mopars on his property, and made a move to buy one. The car was a 1970 Challenger 440 Six Pack with an automatic. I know this is a rare piece of iron, and brings good money, so I was prepared to pay up. This car was in a shed, and the motor and trans were gone. It had the scooped hood, aftermarket slot mags, and the 8 3/4 rear, so that all checked out. The VIN was a "V-Code," and that meant the Six Pack engine. It had the bucket seat interior and Slapper shifter. The car was red, and it looked like it was repainted at some time. It had hoodpins, and the side stripe that said R/T.

I paid good money for the car, but we wrote the bill of sale for a lot less to save the transfer cost and tax. I paid cash and hauled it off. I let the car set for years, and then last spring I pulled it into the shop to start working on it. Now for my questions. I looked into more of the features of these cars and found the K-member was not the one for the Six Pack car. It should have had a skidplate on the bottom. Did all of these cars come with that extra plate? Also, there should be extra body reinforcements at the rear spring mounts and up front that are not there. Again, did all the cars get them?

Next, the fender tag was on the car, and it matches the VIN on the dash. I could not find any other numbers on the car, and I looked. When I bought the car, I knew E87 meant Six Pack, but I didn't know all of the other codes. I looked that over with an online decoder, and my tag says the car should be green on green, but it is red with a black interior. I know that could have been changed over the years. The hood seems like it was green at one time, but I could not find any green on the rest of the car. The car has A/C in the firewall, but the dash is plain without any vents. The dash is in great shape with no cracks at all.

I guess there is a chance I got taken on this car, but I don't have any real solid proof. I did run the numbers and the car did not come up stolen and didn't show up on file at all. The guy I bought it from is now dead, and I guess there is no way to know the real story on what the history of

this car is. I guess all of these things could have been changed over the last 40 years, so who knows what's what. I visit some Mopar sites online with a lot of collectors and experts, but I am not going to go there with my questions. I would rather keep my identity private and not give any photos of the car until I get this figured out, and have finished rebuilding it. I am going to just build it to the codes I see on the fender tag to make it correct.

I am not too worried about the engine being missing, since 1970 440s are easy to find and you can get the Six Pack parts new. I have bought a block with no numbers on the pan, and I guess this is called the warranty block. What part of the VIN was stamped here? Also, where is a good source for the non-A/C underdash vents?

Another thing I am wondering is if the paint codes were sometimes in error. The car was obviously red except for the hood, but the tag says green. I think the red would look better and make the car worth more on the market. Could red be the actual correct color for this car? Should I get a reproduction fender tag made with that color code instead of the green?

ANONYMOUS

Well, I think we all know what is going on here, or this letter is an attempt at pulling our chain, so here goes. It's pretty clear that the car you are working on did not come from the factory with the "V-code" tags that are on it now. Passing it off as such will defraud the next buyers in the chain of ownership. Keep in mind that if some day another green Six Pack Challenger with the same VIN turns up, dead or alive, you will certainly have some explaining to do. 📧

GOT A TECHNICAL QUESTION YOU NEED HELP WITH?

Well, we're the guys to ask. Send your technical questions to us via www.moparmuscle.com, or send your questions to our Mopar Muscle email, jhunkins@enthusiastnetwork.com. If you're old school, snail mail your info to Mopar Muscle Magazine C/O Performance Clinic, 1821 E. Dyer Rd., Suite 150, Santa Ana, CA 92705.



LET US HELP WITH YOUR NEXT PROJECT



CARPET
SEAT COVERS

HEADLINERS

FLOOR MATS
DOOR PANELS

CONVERTIBLE TOPS / BOOTS

INTERIOR KITS

EXTERIOR SHEET METAL

FUEL TANKS WEATHER STRIPPING



INTERIOR KITS

Starting From **\$725**
Including Carpet, Seat Covers
& Headliner

**AND MUCH, MUCH MORE
TO CHOOSE FROM!**

FOR OUR FULL INVENTORY SEE OUR WEBSITE:
www.dantesparts.com

sales@dantesparts.com



FUEL TANK KITS
Starting from \$350

609-332-4194

FAX 856-417-3799

Mullica Hill, NJ 08062



WE SHIP WORLD WIDE!

HOURS-EST: MON-THURS 8AM-6PM • FRI 8 AM-5PM • SAT & SUN CLOSED



PERFORMANCE SUSPENSION TECHNOLOGY

LOWER CONTROL ARM REBUILD KIT

MOPAR EXCLUSIVE

Smart buy for the budget minded performance build.



Above example of finished product



STANDARD & SUPER FRONT END KITS

POLYGRAPHITE PERFORMANCE



DISC BRAKE CONVERSIONS

SAVE BIG BUY KITS!



willwood DISC BRAKES



FREE SHIPPING

TO 48 STATES

2" DROP SPINDLES



ADJUSTABLE STRUT RODS



Push your performance to new levels for A, B & E Bodies!

LEAF SPRING RELOCATION KIT



LOWER PRICES

A, B & E Bodies!

HIGH PERFORMANCE SHOCKS



TORSION BARS



Rubber Seals

Seals

Clips

POLYGRAPHITE PERFORMANCE

TUBULAR FRONT CONTROL ARMS



COD



LIMITED LIFETIME WARRANTY

ORDER TOLL FREE OR ONLINE AT

Generic Photos - actual part may vary.

S663-MLGT

877-224-1710 www.P-S-T.com